

ALL HANDS

MAGAZINE OF THE U.S. NAVY

A man with dark skin and short, curly hair is looking off to the side with a serious expression. He is wearing a red and black diving suit with multiple pockets and straps. He is holding a yellow and black diving helmet with a large circular viewing port and a smaller circular light or sensor on top. The background is slightly blurred, showing what appears to be a ship's deck or a similar maritime environment.

Diving
under
pressure

DECEMBER 1996



Happy Holidays

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Magazine of the U.S. Navy

December 1996, Number 956

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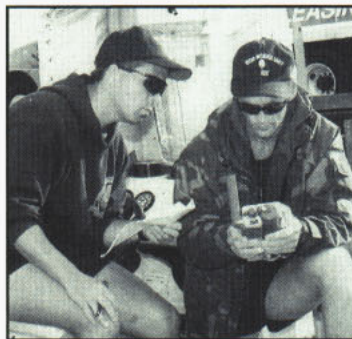
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Prepare now to stay safe while driving through this year's winter wonderland.

On the Cover

Front Cover: Aboard USS *Grasp* (ARS 51), LT Christopher Johnson of Glenrock, N.J., prepares for his next 60-minute dive during search and recovery operations of the TWA Flight 800 crash site. Photo by JO2 Ligia Manniung

Opposite page: SN Derrick R. Andrews (center) of Shepard, Texas, shares a holiday greeting with shipmates (from left) SN Ann M. Davis of Greenville, Mich., SN Gerondick S. Cole of Canton, Miss., SN Jeremy D. Scott of Tulsa, Okla., and AA Nicole E. Clyburn of Lancaster, S.C.

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Charthouse

IRS update

Sailors deployed to Operation *Joint Endeavor* may have questions concerning their taxes, ranging from their tax-exempt status to adjusted filing deadlines.

The Internal Revenue Service recently issued its interpretation of a law granting tax benefits to Balkan-based troops "as if" they were serving in a combat zone.

Officials with DoD's compensation office said the IRS patterned

the questions and responses on its Publication 945, "Tax Information for Those Affected by Operation Desert Storm."

To qualify under the new law, officials said, service members must deploy outside the United States and away from their permanent duty stations in support of *Joint Endeavor*. The extensions and waivers apply at least 180 days after the individual departs the deployment

area for home station.

Troops or family members in the United States can direct *Joint Endeavor* tax questions to the IRS by calling 1-800-829-1040.

They may also e-mail questions to <oje@ccmail.irs.gov>.

‡



NEXCARD delinquencies

The Navy Exchange NEXCARD offers many benefits to Sailors, including no minimum purchase amount and low interest rates, but the requirement for making payments on time is still key.

NEXCARD customers have 24 months to pay their balance. The finance charge is calculated on the current account balance, not the highest billed balance.

Service members also have 105 days from the time the account initially becomes past due to the time when the DD-139 (a DOD form requesting pay garnishments) is issued.

NEXCOM used to have pay garnished at local Personnel Support Detachments, but recently the Defense

Finance Accounting System (DFAS) started automated collection of delinquent NEXCARD debts. NEXCOM still will not refer the debts to DFAS until they have provided the service

members the appropriate due process.

All service members who apply for the NEXCARD are required to initial a statement saying that if they fail to

make required payments on time, the entire NEXCARD balance can be declared immediately due and payable.

Members with delinquent NEXCARD accounts should be counseled to prevent automated collection by contacting NEXCARD at 1-800-760-3039 to establish a repayment schedule. ‡



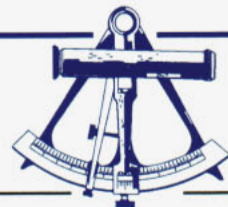
Uniforms

Uniform regulations are now available on CD ROM at the Norfolk Navy Exchange Uniform Shop. A computer and printer allows customers to get information from the disk and make a copy to take home.

"Before, our uniform regulations were in a 1.5-inch [thick] book," said Roger Blood, Naval Base Norfolk Navy Exchange general manager. "It wasn't a very customer friendly way to do it."

When the regulations were made available on CD ROM, the Uniform Shop jumped at the chance to get one. "It was such an easy way for us to provide better customer service," said Blood.

"It's a nice feature for our customers," added Sylvia Huey, uniform shop manager. ‡



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To reduce the administrative burden on commands and streamline record maintenance in the fleet and at the Bureau of Naval Personnel (BUPERS), the Navy has eliminated NAVPERS 1070/609, Enlisted Performance Record, Page 9.

Page 9 information is duplicated on other documents in the Field Service Record, and actual evaluations or other supporting documents are used to make personnel decisions, according to BUPERS. Effective immediately, the requirement to maintain the Page 9 is canceled.

NAVADMIN 209/96 contains guidance for closing out Page 9s, filing evals in the permanent personnel record and documenting eligibility for the Good Conduct Medal and Naval Reserve Meritorious Service Medal on NAVPERS 1070/604, Enlisted Qualifications History, Page 4. †

Reserve Transition

Leaving active duty doesn't have to mean the end of naval service, as those who attend the Naval Reserve Career Information Team (CARIT) brief during the separation process discover.

Mandated in CNO NAVOP 005/95, the brief helps members preparing to leave the naval service make informed choices about options in the reserve forces. CARIT also helps keep the Naval Reserve manned by skilled, experienced service members, who are the backbone of the Naval Reserve.

The half-day CARIT briefs are available through two sources — either as a standard portion of the transition assistance class or as a stand-alone briefing. If several individuals or a command desire a CARIT brief, two teams of 12 senior petty officers and chief petty officers from Norfolk and San Diego are available to help. Team members travel to requested sites anywhere the Navy has an installation, including Panama, Cuba, Iceland, Europe and Japan.

The CARIT brief covers several

topics, including: educational assistance benefit programs; disability retirement; social security benefits; retired/retainer pay; the Survivor Benefit Plan; military obligations; SGLI/VGLI; dental coverage; home loan guarantee program; separation travel pay entitlements; and more.

All separating and retiring personnel should attend a formal CARIT brief at least 120 days prior to separation. Deploying units should schedule the brief for separating personnel at least 90 days prior to deployment. Upon completing the pre-separation brief, a Page 13 entry is made in the member's service record, with a copy going to the command career counselor as verification of attendance.

To set up a CARIT brief, contact your command career counselor's office or the Career Information Teams by calling the Atlantic Fleet at 1-800-336-8673 or the Pacific Fleet at 1-800-732-2015.

See related story on Page 10. †

Electricians needed

Surface nuclear trained Electrician's Mates with the 3384 and 3394 naval enlisted classification may volunteer for a permanent conversion to the submarine force.

The opportunity is available until March 31, 1997, for third, second and first class petty officers to balance electrician manning between the surface

and submarine warfare communities.

Qualified Sailors may apply using the Enlisted Personnel Action Request (NAVPERS 1306/7). Submit the request through your chain of command to the Surface Nuclear Electrician's Mate detailee (PERS 403CK). †

Navy's 26th Chief of Naval Operations "steers by the stars"

Story by JO2 Chris Alves, photos by PH2 Felix Garza

"Who is the CNO?"

"What does he have to say?" "What is he thinking?" "What is he planning for our Navy as we head into the 21st century?"

These are just a few of the questions that Admiral Jay Johnson, the 26th Chief of Naval Operations, has answered during his visits with Sailors around

the fleet. Since being confirmed in August, the CNO has held "all hands" calls with more than 20,000 Sailors on both coasts.

It's very important to the new CNO to get out and go "eyeball-to-eyeball" with as many Sailors as he possibly can to show them who their new CNO is. "ADM Boorda was known as a 'Sailor's Sailor' for very good reason," he said. "I'm proud to say I was 'Boordatrained,' and I'm also very much committed to taking care of Sailors."

Taking care of Sailors is Johnson's number one priority. "It has been from day one, and will be to the last day I'm CNO," he said. "I have no intention of backing a way from that."

The CNO envisions four stars of equal magnitude in the constellation that will guide the Navy: operational primacy, leadership, teamwork and pride.

The feedback received from the fleet concerning his

"We will steer by the stars and not by the wake. I see four stars of equal magnitude in the constellation that will guide us: operational primacy, teamwork, leadership and pride."

**— Admiral J. Johnson
Chief of Naval Operations**

four-star philosophy has been very positive. "I think everyone understands the importance of all four of those stars," he said.

The key to his vision, however, is the Sailors on the deckplates. They are the ones who will make it work, Johnson explained.

"The Sailors are the ones who are going to harness and focus the new technologies. They are the ones with the great ideas," he said. "It's up to each of us to make our individual contributions and to better ourselves as Sailors. When we do that, then the whole Navy gets better."





Operational Primacy

We are the "World's Greatest Navy," said Johnson. "The fact is that providing our men and women with the best weapons platforms and equipment with which to swiftly and surely execute their operational missions, and to return home safely, as soon as possible, is the key to remaining that."



Teamwork

Teamwork, taking better care of each other, being loyal, working as one and not tolerating discrimination, is the second of Johnson's four stars.

Quality of life is a priority to Admiral Johnson, who is encouraged by this year's Defense Authorization and Appropriation Bills signed by President Bill Clinton. "I'm always concerned that we're taking good care of our people," he said. He talks about it as a priority, a challenge, and an obligation.

"We'll see quality of life improving," the CNO explained. Although "quality of life" means slightly different things to different people, Johnson uses the phrase in reference to "having the equipment we need to do our mission safely and effectively today and tomorrow," as well as the more traditional quality of life aspects of pay, housing, medical and retirement. "Inside each of

Admiral Johnson goes "eyeball-to-eyeball" with the troops in San Diego. Johnson believes it is important to show the fleet who their new CNO is.



Photo by PH1 Dolores L. Anglin

those areas, we are working on specific programs to make things better," he said.

"One of the things that made a hard impression on me as the Vice CNO, and now as CNO, is to see how serious the organization is about quality of life, about really trying to make things better for our Sailors," he said. However, he emphasized that fiscal realities play a major role. "In this environment, you just can't get everything you want."

This year's three percent pay raise is a good example, according to Johnson. It's one half percent higher than last year, and is a step in the right direction. "It doesn't solve all our problems," he said, "But it reflects a sincere concern on the part of the leadership of the Department of Defense and the Congress to do what they can in this tough fiscal environment to support our Sailors and their families.

"It's reassuring when you become a part of that decision-making process and see how hard they work to get the things that you know you need," Johnson said.



"I believe that the Leadership Continuum is going to make a tremendously positive impact on the Navy."

**– Admiral J. Johnson
Chief of Naval Operations**



Leadership

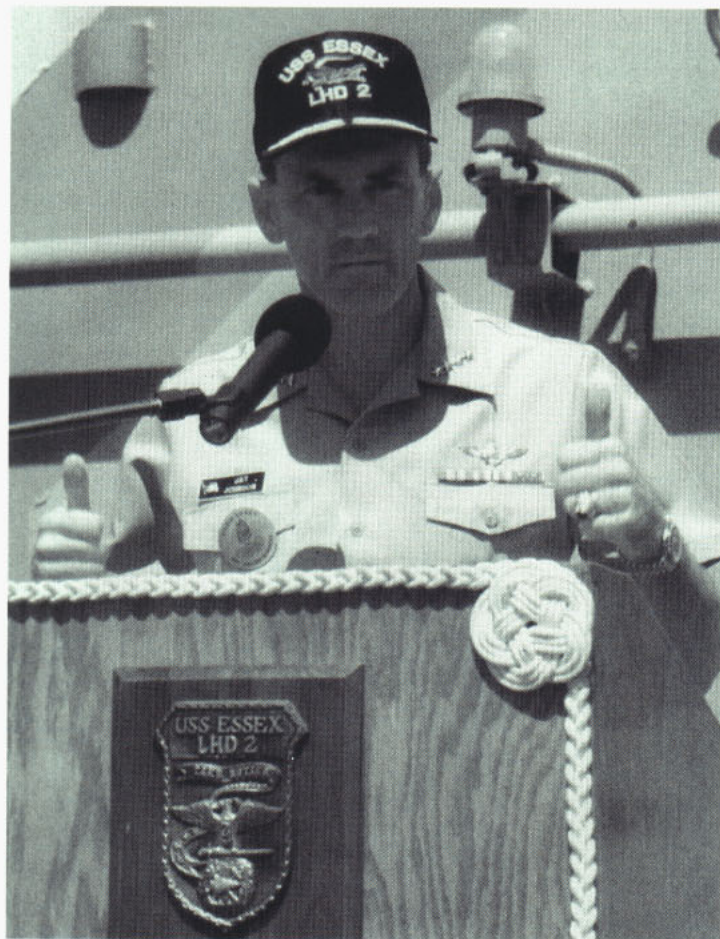
Leadership is key at all levels, according to Johnson. He believes that leaders must lead by example, know their people and use lessons learned to chart the future.

The CNO recently spent a day in Newport, R.I., focusing on Navy leadership training with the instructors, students and the curriculum developers for the Navy's newest leadership training, the Leadership Continuum.

"I came away very impressed with the new leadership classes, and their instructors," Johnson said. "I believe that the Leadership Continuum is going to make a tremendously positive impact on the Navy.

"We're talking about a commitment of sizeable numbers, probably around 50,000 of us will be attending these courses each year," he said. "It will be worth everything we invest in it."

But, the CNO said the idea for the Leadership Continuum was not his own. The Continuum idea started with Admiral Kelso when he was CNO, and continued with Admiral Boorda. "I'm the lucky one who gets to see the full implementation of it," he said.



Admiral Johnson held "all hands" call aboard USS Essex (LHD 2) during a recent visit to the west coast. The CNO has visited with more than 20,000 Sailors since August.



Pride

The final star in the CNO's constellation is pride, pride in ourselves and our Navy as we professionally execute a wide spectrum of missions worldwide.

"I'm proud to be your CNO," Johnson exclaimed. "We have much to be proud of and should hold our heads high so that we can see past any obstacles to our destination."

Looking to the 21st century

Looking forward to the next century, Johnson believes that taking care of people is his primary challenge and responsibility, but he realizes that it is not his only one.

"The force structure, getting the right kinds of ships, airplanes, submarines and equipment, is terribly important, and will continue to be a challenge," he said.

The balancing of the day-to-day, near-term readiness

the Navy needs with the requirement for long-term modernization and recapitalization and getting new ships is also a real challenge, according to Johnson.

These will all keep everyone very busy, but it's important to remember our Navy has always had a pocketful of challenges that they've had to deal with. "One of the greatest strengths of our Navy is our ability to deal with those challenges and really turn them into opportunities to make ourselves even better," he explained.

Johnson has had a successful career in the Navy prior to being named CNO. A 1968 graduate of the U.S. Naval Academy, Johnson was designated a naval aviator in 1969 after completing flight training. "I feel very fortunate for the career that I've been able to enjoy, and I think enjoy is the right word. I still get up in the morning and feel good about going to work and I'm very proud of that," he said.

One of the things that makes the CNO feel this way,

and one of the things he would like to share with Sailors, is that the Navy is a great place to learn.

"I'm the CNO now, and very honored to be in this position, but as the CNO I'm sure there are people who think, 'He's got all the answers and he knows it all,'" he said.

"The truth of it is, the longer I'm in this business the more I realize what I don't know. I learn an incredible amount every single day doing this job and it's wonderful."

Johnson believes that as long as you can go to work and make a contribution and keep learning you'll become not only a better Sailor but also a better citizen, as well. "If you look at everyone with that attitude and that drive, it makes the Navy a better place, and that's how we just keep getting better and better.

"Keep learning, keep enjoying what you're doing and be proud." ‡

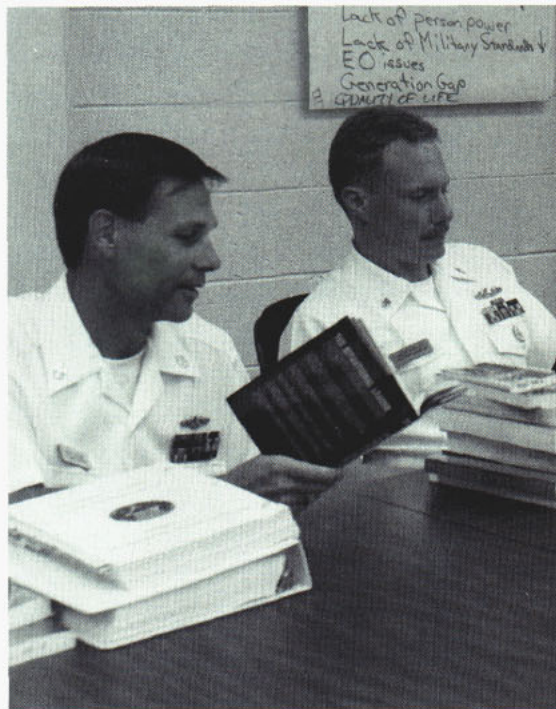
After running with the chief selectees in San Diego, Admiral Johnson takes the time to sign a charge book.

JO2 Alves is a journalist and PH1 Dolores Anglin is a photo-journalist, both assigned to All Hands. PH2 Felix Garza is a photographer at the Public Affairs Center, San Diego.



The Navy's Leadership Continuum brings Sailors up to speed

Story by JO1 DeMonica L. Porter-Musch,
photo by PH1 Alexander C. Hicks



Modern technology lets our leaders make decisions that might affect the entire world as easily as pushing a button.

But how do you teach men and women to make those decisions with confidence and authority — the Leadership Continuum (LC).

The LC is a new concept that provides consistent, periodic leadership training at all levels of the chain of command. By the end of this year, new leadership training courses will have replaced all of the old Navy Leadership Development courses, better known as NAVLEAD courses.

"The continuum is an attempt to look at the big picture and give [Navy] people the chance to make the difference themselves," said Chief Quartermaster (SW) Damon Anthony, a facilitator for the program.

Beginning at the E-5 level, Sailors will be required to complete the course as soon as possible after advancement, and they must do so to become eligible for advancement to the next higher pay grade.

"We are going from conventional to contemporary views," said Chief Aviation Machinist's Mate (AW) John Rowland, who has facilitated three phases of leadership training, including Leadership Management Education and

CNO visits Newport, discusses Leadership

The new Leadership Continuum was high on CNO Admiral Jay L. Johnson's list of priorities during a recent trip to Newport, R.I. "I came away very impressed with these new leadership classes and their instructors. This training will be very powerful for us," Johnson told members of the Senior Enlisted Academy at the end of his day-long discussions.

The new classes have been under development by Naval Education and Training staff during the last two years. Four courses are underway and four others are in the prototype stage. By the end of next year more than 50,000 Navy people will be attending one of the formal courses each year.

There are four Enlisted Leadership Training Courses: 2nd Class Petty Officer, 1st Class Petty Officer, Chief

Petty Officer and the Command Master Chief/Chief of the Boat Course, which is integrated into the nine-week Senior Enlisted Academy. All enlisted courses, with the exception of the Command Master Chief/Chief of the Boat Course, will be offered at the Naval Leader Training Units in Coronado, Calif., and Little Creek, Va., as well as training sites in Bangor, Wash.; Great Lakes, Ill.; Groton, Conn.; Kings Bay, Ga.; Mayport and Pensacola, Fla.; Pearl Harbor; Washington, D.C.; Rota, Spain; and Yokosuka, Japan. In addition, Mobile Training Teams will provide training in other fleet concentration areas.

The four officer courses are Basic (division officer/branch officer), Intermediate (department head/aviation second sea tour), Advanced (XO/aviation department head) and Command (CO/aviation XO). The CO and

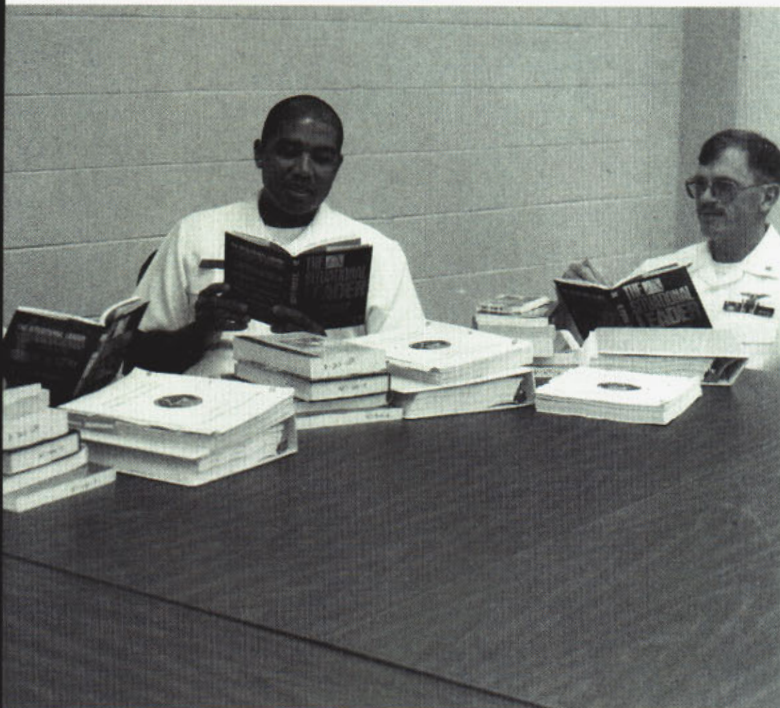


Photo by PH1 Alexander C. Hicks

systems approach to management; principles and tools to improve command effectiveness; and personal and command ethics.

"They are also taught how to write evaluations, awards and some public speaking," said Anthony. "Because that's what they said they needed."

Kicking off the training at this year's chief petty officer indoctrination course, Master Chief Petty Officer of the Navy ETCM(SW) John Hagan told the group that for them to become successful leaders, they should be consistently good Sailors, going the extra mile to make a difference.

A facilitator for the past seven months, Chief Hull Technician Bruce Williams added, "Primarily, what we teach chiefs are leadership and management, reinforcing skills they [already] use. We're also teaching the concept of participative management." Williams said, "Chiefs are not always going to have the answers and [letting] people come up with the answers will allow us to see they are our greatest resource."

"It's more challenging than before because we weren't teaching total quality leadership," he said. "In the real world, leadership has a strong effect on motivation. By giving ownership to their jobs and decisions, it will make our Sailors better."

It is their hope the tools and awareness they have given Sailors will affect how the Navy is led into the future. ‡

Porter-Musch and Hicks are assigned to the Navy Public Affairs Center, Norfolk.

(From left) TMC(SS) Jimmy Jennings, QMC(SW) Damon Anthony, HTC(SW) Bruce Williams and ADC(AW) John Rowland are among the first chief petty officers to facilitate the Navy's Leadership Training Course at Naval Amphibious Base, Little Creek, Va.

Training (LMET), NAVLEAD and now the leadership training courses.

"[Changing] conventional leadership training, meaning traditional management by objective (mission accomplishment) to contemporary training, which includes core values and total quality leadership concepts, is what LC is about," he said.

Sailors are instructed in such areas as physical training;

Continuum

Advanced (XO) courses are single sited at Newport. Other courses will be taught within technical warfare training pipelines and, for those with no warfare pipeline, at the Naval Leadership Training Units.

The Command Leadership and the revised Senior Leadership Academy were brought on line in May 1995 and January 1996, respectively. The Chief Petty Officer Course has been on line since June 1996 and the Intermediate Officer Course began this month. All other courses have been or will be piloted in 1996 and will be on line in FY97.

Johnson explained, "I can't overstate the importance of this training. Historically, the Navy has not given enough attention to leadership training; it didn't have a flow to it. Our people will now get some lessons from

this program as soon as they arrive in the Navy, with follow-up 'booster shots' at designated points along their career."

"One of the best ways to judge the impact of any course is to see what the students think of their books," said AVCM(SW) Jim Driggers, CNET's enlisted leadership training curriculum manager. "The students in our first E-5 and E-6 classes asked if they could keep several of their text books. That's a great sign." ‡

Story courtesy of the CNO public affairs office.

For more information on the Leadership Continuum, contact your local Education Services Office.

The Journey continues ...

The journey begins when you sign the dotted line pledging your obedience, allegiance, service and, if necessary, your life for your country. Sailors serving on active duty live the meaning of this commitment every day.

The men and women serving in the Naval Reserve also share this commitment, not just during their weekend drills or annual training, but every day in every part of the world.

Today's Naval Reserve is a force of highly-trained people ready to meet the expanded needs of the Navy in a national emergency. Most Reservists serve part time one weekend a month and for a two-week period called annual training (AT).

People join the Naval Reserve for many reasons, and more than 480,000 officers and enlisted members serve in the Ready Reserve, Standby Reserve and the Retired Reserve. The Naval Reserve represents 20 percent of the Navy's total assets, and is a significant force multiplier the fleet must have to meet its growing global commitments.

The Ready Reserve is made up of Selected Reservists (SELRES) and Individual Ready Reserve (IRR). SELRES are the Navy's primary source for immediate mobilization manpower. In pay status for weekend drills and periods of active duty, SELRES serve in surface or air units, providing the resources for fleet support and



mobilization readiness.

The Individual Ready Reserve (IRR) is made up of Reservists who are not affiliated with a drilling unit, but may be called up in time of national emergency. Qualifying service may be accumulated toward retirement. However, enlisted personnel in IRR cannot compete for

advancement. Officers, however, can be considered for promotion.

Members must complete approved correspondence courses, optional AT and other program-sponsored activities. They have unlimited use of military exchanges and 12 days a year of commissary benefits.

Standby Reservists fall under two categories, based on their status upon discharge from active service. Standby Active includes Reservists still under statutory military obligation; those being retained in an active status (at least 18 years but



less than 20 years of qualifying service for retirement purposes); key employees of the federal government screened from the Ready Reserve; and those temporarily assigned to the Standby Reserve-Active for hardship or other qualifying reasons, with expectations of being returned to the Ready Reserve.

No member in this category receives pay, allowances or travel allowances for participation or AT. They are eligible for recall to active duty without their consent in time of war or national emergency.

The Naval Reserve offers many programs for prospective members:

Navy Veterans (NAVET) program

Qualified veterans discharged from the Navy for four years or less can reenlist in the same pay grade they held at the time of separation through the NAVET program, depending upon Naval Reserve needs in particular ratings.

The pay grades for those discharged from the Navy for more than four years will be based on the length of time since discharge and upon Naval Reserve needs in particular ratings.

Advanced Pay Grade (APG) program

People who have work experience and/or training in a field comparable to one needed by the Naval Reserve can qualify for entry at a higher pay grade.

Initial pay depends on the number of work years, training and/or experience in the comparable civilian field. Non-prior service applicants must be at least 26 years old and not have reached their 37th birthday. Prior service applicants can also qualify for the APG program. Recruit training is not required for this program.

Eligibility for the APG program includes:

- * having current employment or employment within the past 12 months in an occupation comparable to the job skill for which applying;

- * achieving a qualifying score on the Armed Services Vocational Aptitude Battery (ASVAB) test;

- * qualifying physically, including meeting height and weight requirements;

- * meeting dependency requirements.

Members are enlisted in the APG program with permanent paygrades of E-3 and advanced to approved temporary ratings. Temporary ratings become permanent provided the required training is completed within 36 months of enlistment.

Training and Administration of Reserves (TAR) program

This special program is open to qualified Navy veterans to serve on full-time active duty to manage, train and administer Naval Reserve personnel as prescribed by the Chief of Naval Operations.

TAR assignments for officers and enlisted members are at air squadrons, shore activities or aboard Naval Reserve Force ships homeported in the United States.

Other Service Veterans (OSVET) program

The OSVET program provides for enlistment in the Naval Reserve for people who have

been on active duty in the Army, Air Force, Coast Guard or Marine Corps with specialties similar to ones in the Naval Reserve. Veterans currently serving or with past Reserve/guard experience also qualify.

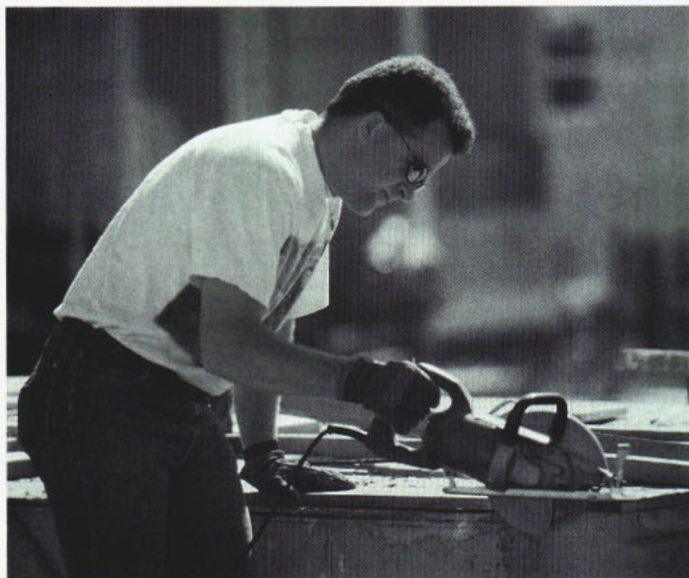
Direct Commission

Qualified civilian and Selected Reserve enlisted men and women with specific college degrees and applicable work experience may receive direct commissions in the Naval Reserve as officers. ‡

Story courtesy of Naval Reserve Recruiting.



For more information, call your local recruiting office. You can also call the Naval Reserve's national toll-free number, **1-800-USA-USNR**.



Building for humanity

Story and photos by JOC Warren A. Patton

USS *Safeguard* (ARS 50) crewmembers boosted community spirit with hammers and nails this summer when they participated in an East Bay Habitat for Humanity housing project in Oakland, Calif.

"I have to say that I'm quite impressed with the team work I've seen from the Navy folks," said Roger Rushing, Site Coordinator for the East Bay chapter. "They were extremely eager, started right in and seemed to enjoy themselves."

The Oakland chapter is one of more than 1,100 U.S. affiliates that comprise Habitat for Humanity International (HFHI), a non-profit organization dedicated to the elimination of poverty housing. To date, HFHI has



▲ DC2 Matthew G. Farmer puts the finishing touches on a piece of lumber his shipmates are waiting for.

▲ *Safeguard* Sailors work on the frame of a house for Habitat for Humanity.

built more than 35,000 homes worldwide. Various state chapters build more than 4,000 homes a year.

To construct affordable housing for low income families, Habitat relies on donated labor, materials and housing designs. More than 85 percent of East Bay Habitat's labor is volunteered. Ninety percent of every dollar donated goes into building homes.

A typical eight hour work day on a Habit for Humanity project starts at 8:30 a.m. *Safeguard* volunteers tackled the challenge.

"We are more than happy to lend our services to this

▼ *Safeguard's* commanding Officer, LCDR David D. Belt, a native of Panama City, Fla., carries a piece of lumber.



"I think it's a great testament to the unselfishness of these Sailors ..."

**- Roger Rushing
Site Coordinator
Habitat for Humanity**



▲ (From left) Roger Rushing, site coordinator; LT Stephen P. Reimers of Gardner, Kans.; DCFN Laird W. Allen of Riverside, Calif.; and HM1(SW/DV) Marshall W. Rubin of Orlando, Fla., put their backs into lifting a wooden brace for a wood bin.

worthwhile event. Part of the Navy adventure is giving something back to the community," said *Safeguard's* commanding officer LCDR David D. Belt. "Our sailors take pride in knowing that their efforts will be appreciated by those less fortunate."

The current project for the East Bay Chapter is a 40 unit development located on 105th Avenue in the Sobrante Park neighborhood of East Oakland. The site is located on 3.6 acres where 15 homes are under construction.

Homeowners are chosen according to their housing need, income level, and willingness to partner with Habitat. As a sign of commitment, each family must contribute 500 hours of "sweat equity" toward the completion of their home or their neighbor's home.

Volunteering for community service projects is not new to Navy men and women. It is not uncommon, on any given day throughout the world, to see your shipmates swinging hammers, lifting shovels, or waving paint brushes – all in the name of humanity.

"We've had Navy volunteers on numerous occasions and they all seem to take pride in what they do," Rushing commented. "But I think it's a great testament to the unselfishness of these sailors to spend a whole day out here working in the hot sun, especially since their ship is only in town for four days. They could have easily used their liberty for something else." ‡

Patton is assigned to Naval Base San Francisco public affairs office.

Sailors reach out

Story compiled by JO3 Jeremy Allen

It's not everyday a person gets to visit exotic Thailand, the "Land of the Smiles." When Sailors and Marines at the multi-national exercise *Cobra Gold '96* volunteered to help restore an elementary school in southern Thailand and build six buildings, they were ready to go.

The project included Sailors from Commander Amphibious Forces 7th Fleet, Seabee Reservists from Naval Mobile Construction Battalion (NMCB) 4, U.S. Marines, Royal Thai navy and Thai engineers. They were working together for one cause – the children.

The mission was to build kitchens, child care centers and stages for school children at six different locations scattered throughout southern Thailand. Some of the sites were extremely isolated with little or no electronic communication capabilities. Most were on dirt roads miles from the nearest village. Some sites were nothing more than a pool of mud from the rain.

The rain continued for two weeks, slowing progress at the remote sites, but rain alone was not enough to discourage the crews.

"The rain inhibited the delivery of concrete," said Builder 1st Class Douglas C. Hansen, southern site 2 supervisor. "They wouldn't deliver to the site because the transit mixers were getting stuck in the mud. We had to work around it."

Once out of the mud, construction proceeded at a fast pace. "We were battling serious weather problems," said BU1(SCW) William L. Burgoyne, northern site 1 supervisor. "But, we overcame that and got the job done with good quality."

For Data Processing Technician 1st Class Nancy McCowan from Naval Reserve Commander, Chief Pacific Fleet, Det. 520, the opportunity to help was especially important. "I have children of my own," she



Photo by CAPT Norris Jones

LT Todd Kraft, was one of the volunteers who distributed English-language school books and other *Project Handclasp* items to Thai children.

said.

In conjunction with the community relations project, the volunteers off-loaded three pallets of *Project Handclasp* materials, donated by American businesses and transported from Sasebo, Japan, to Thailand by USS *Fort McHenry* (LSD 43). The material included about 1,000 English-language school books, cartons of baby oil, toothbrushes, shampoo, first-aid kits, triangular bandages, tape and toiletries.

LT Steve Spencer from Commander Amphibious Group (COMPHIBGRU) 1 plans department said, "A highlight of the day was handing out free toothbrushes to all the students. The smiles of those young Thai children were incredible."

Mrs. Cha-on Duangkaen, the students' sixth-grade English teacher, was among many who were visibly moved during the presentation, "Tears fall down my face as I am so happy for this day," she said. Thai navy 1st Class Petty Officer Pahirat Phikunkaeo said, "This

to Thai children

will be a day these children will remember."

Apart from the donations, U.S.-Thai medical civil affairs volunteers gave free medical and dental care to local residents, and a new multi-purpose building, constructed by Thai and U.S. forces, was dedicated. Chief Warrant Officer 4 Michael Wharton, a reservist from COMPHIBGRU 1, Det. 118 in Kansas City, Mo., discovered the children would be using that new open-air structure in inclement weather for physical fitness, singing and a lunchroom. "They had no where to eat before except under the palm trees," he said.

Although the volunteers worked long hours to make up for the initial rain delays, they found time to make friends with the local children. "We usually got done about 8 p.m. and spent most of our liberty playing with the kids who were in the village," said Hospital Corpsman 1st Class (FMF) Kelly L. Dearstine. "The kids were teaching us how to speak Thai and we would teach them English."

The gleaming smiles of the children and teachers clearly demonstrated the volunteers' efforts were genuinely appreciated.

The buildings that were constructed are now the only remnants of *Cobra Gold '96*. When all else is forgotten and the tracks in the sand have long been blown away, the people in the villages of Thailand will remember the men and women who became part of their lives for a short time. "We were there for a reason," said Burgoyne. "Fortunately our reason is going to show forever [there] in Thailand, its something the Thai people will always remember." ‡

Story written by JO1 Michael B. Murdock and LT E.R. Nunes assigned to NMCB 4 public affairs office and JO2 Philip Achten assigned to COMPHIBGRU 1, Det. 118, Kansas City, Mo., and Army Spc. Greg Chandler assigned to the 17th Public Affairs Det., 25th Infantry Division, Scofield Barracks, Hawaii. Allen is a photojournalist assigned to All Hands.

LT Bobbie Jestus, a Reservist assigned to COMPHIBGRU Det. 118, St. Louis. helps provide lunch to Thai students in a small rural school in southern Thailand during *Cobra Gold '96*.



Photo by JO2 Philip Achten

Models of Success

Sailor slams dream ball over the net

Seaman Apprentice Stephanie Stuck competed in the 1996 AAU Volleyball Championship in Dallas recently as a member of the Armed Forces squad. The team advanced to the third round of play in the series.

For the Sacramento, Calif., native, stationed at Afloat Training Group Pacific, San Diego, volleyball has been an integral part of her life since the seventh grade.

Starting with her junior high school team, Stuck vaulted into seasonal circuit matches conducted by the U.S. Volleyball Association. The association selects players from various regions to play in organized competition. The tournament concludes each year with a nation-wide championship match at the University of California at Davis. Stuck's 1991 team was ranked 12th in the nation.

Stuck's high school statistics are intimidating. Achieving an 84 percent serving average, she was named most valuable player and captain of the team her senior year.

Her 92 aces and 335 kills are indicative of the dominating presence she provides on the court. At 5'10", Stuck's height is quite menacing to opposing players.

Following high school, she played as a freshman for Sacramento City College while studying physical therapy.

She entered the Navy in 1995, and from day one, dreamed about playing on the All-Navy Team.

Her selection to the Armed Forces Volleyball Team was the result of four grueling weeks of tryouts and matches.

Stuck was invited to the All-Navy women's volleyball training camp in Memphis. Her impressive



performance won her a spot on the All-Navy Team that competed in the Armed Forces Championship, also in Memphis. ‡

Story and photo by LT David Oates assigned to Commander, Afloat Training Group, San Diego.

Electrician pulls his weight

During his junior year in high school, Aviation Electrician's Mate 1st Class William Gatling Jr., was approached by each military branch with enticing career offers. The Navy's aviation electrician's mate rating appealed to his passion for electrical work and he enlisted in June 1981, just after graduation.

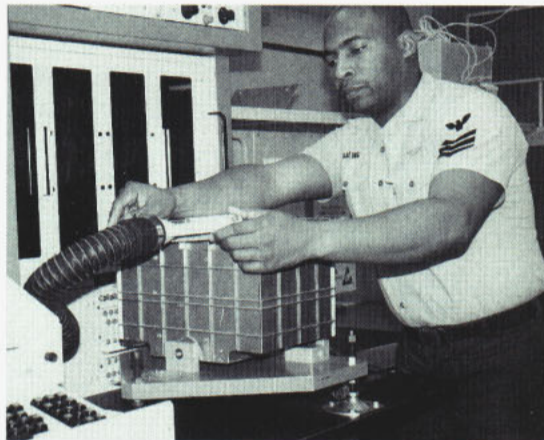
Gatling excelled at Recruit Training Command, Great Lakes, Ill., earning meritorious advancement from airman recruit to airman apprentice. At AE class "A" school, Millington, Tenn., Gatling graduated with the third highest grade point average in his class and was the only graduate accepted for the accelerated advancement program.

Newly advanced AE3 Gatling reported to his first command, NAS Oceana, Va., where he was attached

to Fighter Squadron (VF) 171. Gatling quickly built a positive reputation for himself. After Oceana he received orders to Fighter Attack (VA) Squadron 75, onboard the USS *John F. Kennedy* (CV 67).

Today, Gatling is one of 650 Sailors assigned to Helicopter Mine Countermeasure (HM) 14, NAS Norfolk. He's working at the air station's aircraft intermediate maintenance department as the inertial navigation shop supervisor. His work-center troubleshoots and performs repairs on inertial measuring units, a navigation mechanism that tells the pilot his location, where he came from and where he's going.

"As the work center supervisor, it's my responsibility to ensure repairs are done by the book," said Gatling. "As a young Sailor, the



only thing I wanted to do was to learn as much as I could about my rate, so that the work I produced would always be of high quality. The Navy gave me all the training I needed; the rest was up to me. It's a great feeling, knowing that the work that leaves here is nothing but the very best." ‡

Story and photo by SN Michelle Lewis assigned to the NAS Norfolk public affairs office.

Master-at-arms achieves, helps others succeed

She enlisted in the Navy as an undesignated seaman recruit and had her sights set on becoming a quartermaster.

After 14 months of hard work and perseverance, Petty Officer 1st Class Barbara Krauser was able to achieve that goal. At that time, there were no available shipboard billets for her, so she was sent to the security department to work with the master-at-arms at her then duty station, Naval Communications Station, Neamakri, Greece.

Armed with the opportunity to work in the master-at-arms rating, she wasted no time learning all she could and, shortly after, converted to master-at-arms.

It took her only seven years to become a petty officer first class. Twelve enlisted years later, she is the only rated master-at-arms at the NAS Norfolk.

Today, Krauser serves as a security assistant and handles requests for security clearances, conducts background information checks and performs routine inspections on security containers, quite a change from her previous commands.

"I'm trained to deal with crisis situations but here on the air station things are very quiet," said Krauser. She recalls her involvement in the Cuban rioting and described her participation in the Gulf War as her most demanding tour.

As the only rated master-at-arms at NAS, Krauser is a role model for the men and women at the air station who work in her rate and hope to one day be rated masters-at-arms.

Krauser works very closely with those Sailors. Twice a month, she takes time out of her busy schedule to conduct training on law enforcement duties.

"I try to help my shipmates who

are working in my rate and are trying to convert," said Krauser.

"Although they're not qualified masters-at-arms, they work in the capacity of a rated master-at-arms.

"I respect them because not only do they have to excel in their rate, they also have to excel in the master-at-arms rate; therefore any training that I can provide to make their work easier, I never hesitate to offer," she said.

"I sign a lot of [professional advancement requirements], offer guidance and, basically, put my knowledge and skills to good use," she said.

To be a master-at-arms, one has to be a very responsible and disciplined individual, maintaining tactfulness and self-respect at all times. If I'm able to help someone along the way, that gives me a great feeling," Krauser explained.

Masters-at-arms perform general supervisory and security duties aboard ships and at naval shore facilities. They also assist in maintaining law and order and general military discipline, and ensure that general orders and directives are carried out in an orderly fashion.

With all the hard work that Krauser is putting in, she still finds the time to work on a personal project, obtaining her bachelor's degree in criminology.

She attends evening classes at St. Leo College extension at NAS Norfolk. She believes nothing in



life comes easily and says that hard work has its rewards.

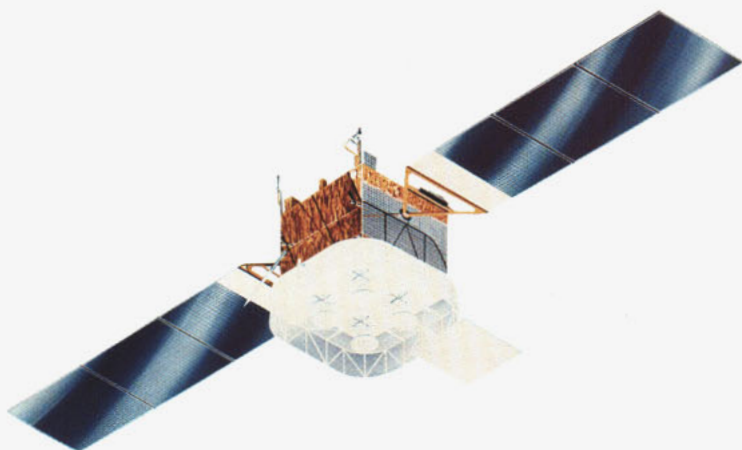
"I, too, have to remind myself every day to never lose sight of my goals, oftentimes it's easier to quit but if you keep in mind that the only way you're going to achieve those goals is by working hard, then there's no doubt you'll be successful." †

Story and photo by SN Michelle Lewis assigned to the NAS Norfolk public affairs office.

SPACE

The Final Frontier at Dahlgren, Va.

Stories by JO2 Chris Alves, photos by PHAA Damon Moritz



Currently, 7,000 satellites are in orbit around the Earth. Who's watching them to make sure they don't hit space debris, each other or one of the space shuttles?

The space warning petty officer (SWAPO) at Naval Space Command (NSC), Dahlgren, Va., that's who.

Through a program called Computation of Missed Between Orbits (COMBO), the SWAPO keeps the shuttle from hitting any of these 7,000 satellites.

"Space, at the altitude where the shuttle orbits, is pretty crowded, so we run the COMBO program three or four times a day every time it's in orbit," said Operations Specialist 2nd Class Brian Ashcraft, force enhancement watch supervisor at NSC.

The Space Shuttle Control Center sends a vector message which lets the SWAPO know the shuttle's location. He loads the data into computers at NSC and runs it against current satellite data. Based on that, he can tell whether there's a chance of the shuttle running into an orbiting satellite.

Keeping track of the satellites is easy using their satellite catalog. It lists every satellite ever launched — from *Sputnik* to today — with each satellite's current status, if they're still in orbit and where they are in orbit.

"We can get accounts down to an exact amount of how many satellites are currently in orbit and where they are at any time," said Ashcraft, a Columbus, Ohio, native.

His job, along with the SWAPO, and the geolocation of radio frequencies operator (GOFER) are three of the most significant watchstations in the Naval Space Command Center.

The SWAPO interfaces with the owners/operators of



▲ OS1(SW) William J. Turner, a Baltimore native, is the Leading Petty Officer of the Control Center at Naval Space Command.



OS2 Kelly Hardin, a Palmetto, Ga., native who works at the Multi-Spectral Image Center at Naval Space Command, ensures that the right multi-spectral image goes to the right command and has no imperfections.

the satellites. "If the owner/operator has a problem with their satellite and Space Command is in their chain of command they'll call us," Ashcraft said. "We have programs to determine what the problem is, and if we can't find the problem we can rule out possibilities."

The GOFER is the watchstander who keeps track of problems with radio frequencies such as interference during fleet exercises or missions.

"My job is to find out where the [signal breakdown] interference is coming from and get the source or the command having the problem to switch frequencies," said OS2 Woodrow Davidson of Birmingham, Ala.

During NATO exercises, the object is speed. If someone is jamming the participants' frequencies, the exercise will last longer and cost more money. "If I can't find the source of the interference we have to shift the whole command to another frequency," Davidson explained.

He likes the fact that, by pushing a few buttons, he can control satellites in space to find out where interference is coming from in places as far away as the Arabian Gulf. The leader of this pack is OS1(SW) William J. Turner, leading petty officer of Command Center. He makes sure all watchstanders know their

job and what to do throughout every watch.

Each watchstander must know how to do their job and everyone else's. "If something happens to someone, one of the other watches has to handle that position and their own," said Turner.

Turner relies heavily on Intelligence Specialist 1st Class Lori Clayton who works in the intelligence department of Space Command. "We let ships in the fleet know when they're going under satellites belonging to foreign countries so they can cut their communications and not be overheard," said Clayton.

Space Command at Dahlgren, Va., acts as a back-up for U.S. Naval Space Command, Cheyenne Mountain Air Force Base, Colo. The command center is staffed 24 hours a day to provide this support. Clayton's department briefs the watchstanders on what is happening when they practice becoming primary Space Command every Thursday.

Another part of the Space Command that has a very significant mission is the multi-spectral imagery (MSI) cell team. They provide photos of locations throughout the world taken from space by American-owned LANDSAT and French-owned SPOT satellites to commands throughout the fleet.

MSI is actually "snapshots" of the earth taken from

space by satellites. The images can be reproduced to highlight terrain features, vegetation, urban development and water depth near shorelines. The imagery gives commanding officers and fleet commanders an expanded geographical picture of operational areas.

NSC has generated MSI maps and charts for ships and fleet marine force units to use since 1992, when the MSI support cell team originated at Dahlgren, Va.

"We currently use regular mail or express mail as the primary delivery for MSI products," said Marine Staff Sgt.

Erika Zollinger of the MSI team. "However, sometimes this method of delivery doesn't meet the operational time constraints of many of our customers."

Electronic dissemination of MSI products directly to ships in the fleets is a long-term goal of the MSI.

So, the next time you wonder who's watching those satellites making sure they don't hit each other or the space shuttle, remember it's the Space Warning Petty Officer at the Naval Space Command. †



Satellite view of Port au Prince, Haiti.





ET + CT + RM = JIPC

Naval Space Command opens first Joint Information Processing Center

Naval Space Command recently incorporated radiomen, cryptological technicians and electronics technicians into one department to make the first ever Joint Information Processing Center (JIPC).

The JIPC funnels all unclassified and classified message traffic, including compartmented intelligence, through a single information center. The facility processes more than 100,000 messages monthly for Naval Space Command, the Joint Warfare Analysis Center and Naval Surface Warfare Center, Dahlgren, Va.

"Our primary goal is to ensure that communications are up 100 percent of the time and that all circuits are up," said Cryptological Technician (Communications) (AW) 2nd class Kelly Gallagher, communications watch supervisor.

"We distribute all the traffic automatically via computer every morning so we have to make sure there are no problems with that system," said Radioman 2nd Class Henry Johnson, leading petty officer of the JIPC.

The merger of the separate communications centers enabled Space Command to reduce operating costs. "Instead of having separate lines of traffic it all comes down one line, which saves the Navy and the command a lot of money," Johnson explained.

Using satellites, the JIPC also lets ships in the fleet know what is in their area, like weather problems or other objects in the water they may not know about, according to RM3 Carl Smith, a communications watchstander.

"It doesn't seem like we've done anything out of the ordinary becoming a JIPC," Smith said. "It just seems like we've made another step toward a better way for the Navy to do things, and it was real easy."

Like Smith and Johnson, Gallagher was previously



stationed at commands where the CTs and RMs worked separately. "Everyone working together [builds] teamwork, and we're all getting more training by becoming more diversified," she said.

Electronics Technician 2nd Class David Browning agreed and said, "It's a good idea because it gives us a chance to see what the CTs and RMs do, and gives us a greater appreciation of their jobs."

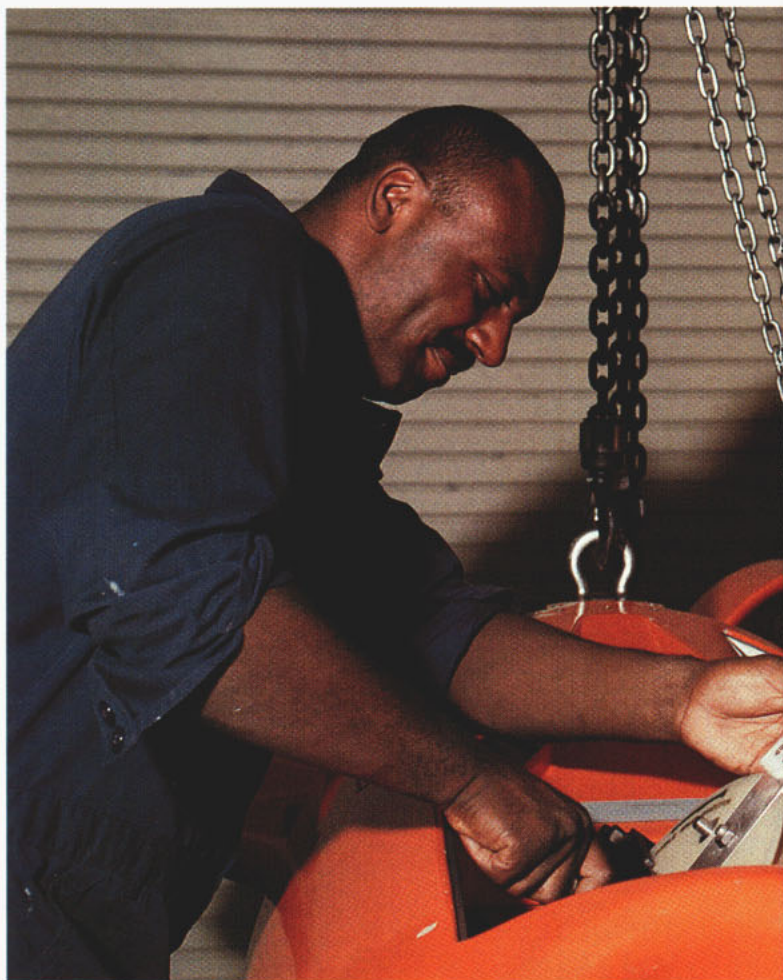
CTM2 Theresa Kraft, leading petty officer of maintenance division, said it was a growing process when the JIPC first started. "Now everyone is getting to the point there they know how to work and communicate with each other to get the job done."

Senior Chief William Tremper, the command's division chief who engineered the consolidation, said they're breaking new ground. "We're changing [the fundamental] way we process communications as we focus on supporting information warfare in the future." †

Alves is a photojournalist and Moritz is a photographer assigned to the staff of All Hands.

INGLESIDE'S SIMA DOES DEPOT-LEVEL MAINTENANCE

Story by JO2 Denny Boyles,
photos by JO1(AW) Michael R. Hart



Their workload has increased significantly and the number of workers doing the job hasn't changed.

So why are Sailors at Shore Intermediate Maintenance Activity (SIMA), Ingleside, Texas, so happy?

They're smiling because SIMA Ingleside has been certified to perform depot-level maintenance — a huge achievement in their line of work.

The work involves the complete rebuilding of two types of diesel engines, the Isotta-Francini and Waukesha L-1616, which power the mine warfare ships homeported at Ingleside. SIMA was certified in early May to rebuild and reissue these engines locally.

"It's cost effective, time efficient and just plain good business," said LT Dan Spagone, SIMA's repair officer.

"It's also about pride. We're the only SIMA, Navywide, doing this work."

There are three levels of maintenance in the Navy: Organizational, Intermediate and Depot. "O-level maintenance is the work performed by the ships' crew, and I-level is the work done at SIMA and other similar



◀ MN2 Chris Salters (left) of Spartanburg, S.C., and MN1(SW) Paul E. King, a Rocky Mount, N.C., native, adjust the sonar head of a mine neutralization vehicle.



▲ HT1 Gilbert Sanchez, a Harlingen, Texas, native, makes a bracket for safety switch.

facilities. The highest level, D-level, is usually performed only at a shipyard or maintenance depot," Spagone said.

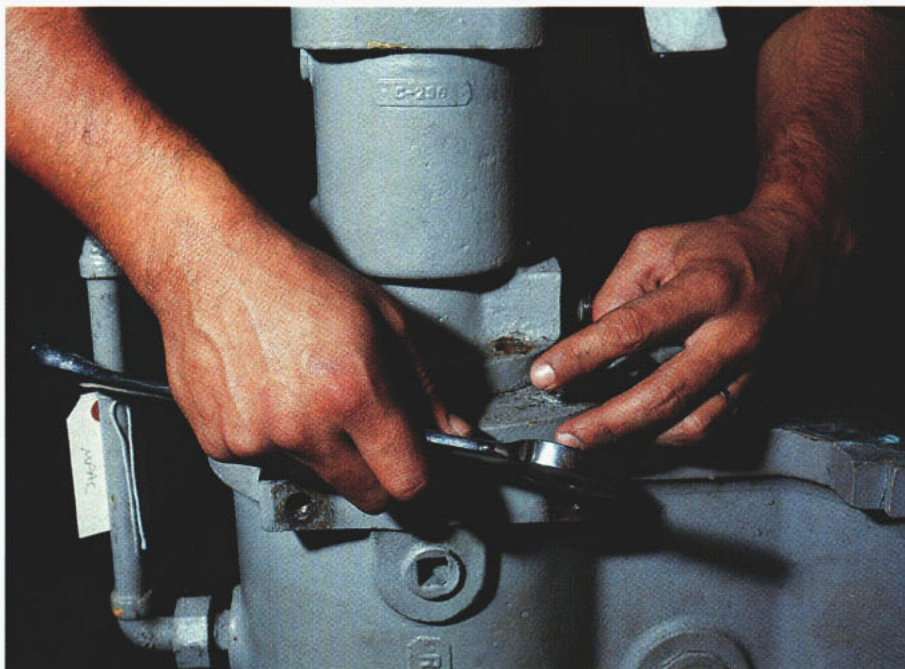
Each engine SIMA overhauls, roughly 12 a year, saves the Navy between \$300,000 and \$400,000, but the certification benefits the Navy more than just financially, according to Spagone.

"This is good for the Navy as a whole," he said. "The training these Sailors are receiving by doing this work is giving them detailed knowledge of the design, construction and operation of these engines. This type of training is much deeper than they would normally get. The real payoff will come when they rotate to a ship with this type of engine. They'll be prepared to fix a lot of problems on the ship, things that previously would have required at least SIMA level work," Spagone said.

"I like working with engines," said Engineman 2nd Class Terrence J. Reed. "That's why I chose this rate, and that's why I came to SIMA. We work long hours,

but I'm learning a lot." Reed, a Houston native, reported to SIMA about a month after the certification. He was eager to report to the command once he realized their level of expertise.

"A lot of guys who go to shore duty pick somewhere easy, like passing out basketballs or something," said Reed. "I said to myself, 'I can't help my Navy doing that kind of work.' It didn't matter to me that the hours here would be long. I knew I'd be making a contribution to these ships on the waterfront."



Breaking down an air compressor for overhaul is just one of the many jobs Sailors do at SIMA Ingleside, Texas.

EN1(SW) Michael J. Geary, a work center supervisor in the engine shop, praised the contributions of the engine-men under his guidance. "They are a talented bunch of technicians," said Geary, a Whitman, Mass., native. "The work we do is very technical and precise. There's no room for error," said Geary.

McCormick and Spagone are both quick to point out although the actual rebuilding of the engines is done by the enginemen, the entire command is involved in achieving the depot-level certification.

"Several different inspection teams came through the command as part of the certification process," McCormick said.

"They checked to ensure we had all the requirements met to perform the depot level work. The certification and the work involves the entire command. The engine shop, the pump shop, governor-injector shop and the machine shop are all involved in the rebuilding. Shops like quality assurance and others also played a part."

Spagone said working toward the goal of depot-level certification did have one expected and welcomed side

effect.

"It really turned the entire command into an even better team," Spagone said. "Coming together for a common cause such as achieving the certification helped morale here significantly."

While Spagone has seen the command as a whole come together, McCormick has watched the pride grow in his crew, right along with their workload.

"To keep all these different types of work going at one time has required intense dedication from everyone at SIMA," McCormick said.

"Everyone has to know not only what they are doing, but what everyone

else is doing," McCormick explained. "It's like putting our names on every engine we rebuild. When these engines are finished, they are completely rebuilt, with a fresh coat of paint and a SIMA Ingleside label on them telling everyone, 'Hey, we did this.'" ‡

Boyles is assigned to Naval Station Ingleside, Texas, public affairs office. Hart is a photojournalist assigned to All Hands.

"They are a talented bunch of technicians."

-EN1(SW) Michael J. Geary

South Texas

THE NAVY'S MINE WARFARE

CENTER OF EXCELLENCE

Story and photos by JO1(AW) Michael R. Hart

The South Texas humidity is already high early one Monday morning as Sailors come aboard USS *Robin* (MHC 54). The first Sailor you see on board *Robin* is Electrician's Mate Fireman John Till, furiously polishing the ship's bell. He admits it's not an exciting job. Sailors polish ship's bells and other nautical objects everyday throughout the Navy.

What's curious about Till, a burly, barrel-chested Sailor from St. Louis, isn't his action, it's his attitude. "Don't take the picture now!" he shouted. "Wait until I've got it nice and shiny. Ours is the best-looking bell on the waterfront. You can tell a lot about a ship's crew by how sharp their bell looks," said Till, steadily polishing, oblivious to the unbearable heat.

"It's the little things that mean the most," he said. "Take care of the little things and the big things take care of themselves." The "big things" for this mine hunter are locating, identifying and destroying mines.

The importance of a strong mine warfare force became evident during the Iran-Iraq war and in Operations *Desert Shield* and *Desert Storm* when USS *Avenger* (MCM 1) and USS *Guardian* (MCM 5) conducted mine counter-measure operations.

Robin is one of 18 ships homeported at Naval Station Ingleside, Texas, that are in the mine warfare business (with seven more scheduled for production between FY96 and FY98). Ingleside is the Navy's "Mine Warfare Center of Excellence."

Seaman Mitchell Ledbetter, a Boulder, Colo., native aboard *Robin*, put his ship and crew's mission in perspective, "Our skipper explained it to us like this," Ledbetter said. "If North Korea invaded South Korea, almost all the ships on this pier would immediately be deployed to that area so the rest of the fleet — aircraft carriers, destroyers and Marines — could move in for air and land operations. That's a real life scenario, and it wouldn't be possible if the minefields weren't cleared.

◀ The MCMs of Ingleside, Texas, are decked out in proud Navy style to celebrate the anniversary of our nation's independence.





▲ STG3 Jerry Hoell installs a command control unit into a mine neutralization vehicle. The Shreveport, La., native is stationed on board USS *Scout* (MCM 8).

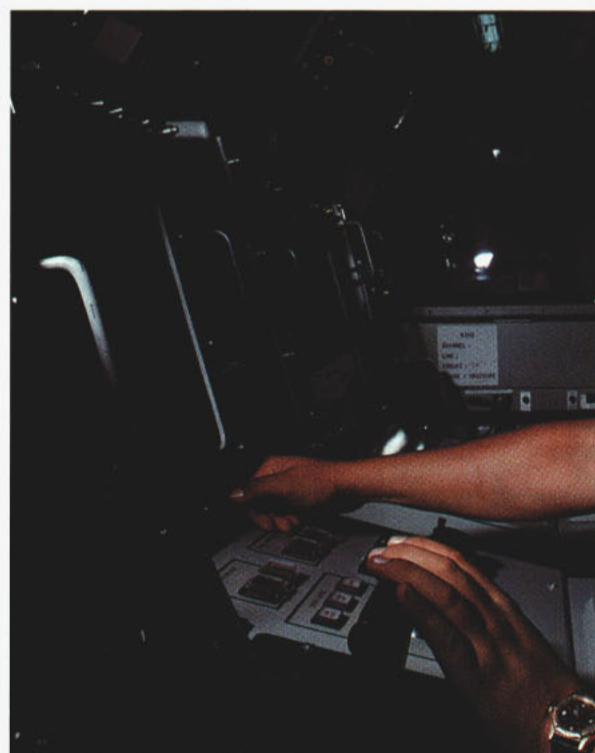
That's our job," he said.

Locating a mine goes something like this. Sonars are used to detect a mine. Once it's detected and identified, a vital piece of equipment called a mine neutralization vehicle (MNV) is deployed toward the mine. The MNV looks like a miniature orange and black tipped submarine. The MNV disables the mine using a cutter or by putting a charge near the mine. Once the vehicle clears away, it detonates the charge and blows up the mine.

It's dangerous work. Sailors aboard these ships understand the seriousness of their mission, but also know how to take it all in stride. Going into harm's way is what they're paid to do, according to Quartermaster 3rd Class Geno D. Ardisson, who's standing watch aboard USS *Warrior* (MCM 10). "I don't think about our mission as something dangerous," the Gig Harbor, Wash., native said. "It's just something we have to do. It's scary, but I have faith in this ship and crew."

Mineman 3rd Class Ricky L. Robinson has been building mines his entire eight-year career. Now plotting *Warrior's* course through minefields, he accepts a huge responsibility. "My work gets very intense," said Robinson, while on watch in the combat information center.

● OS2 Dale Lawver of Taft, Texas, switches displays on a tactical display console in USS *Robin's* (MHC 54) combat information center. On a mine countermeasure ship, Lawver has "much more responsibility than when I was on bigger ships."



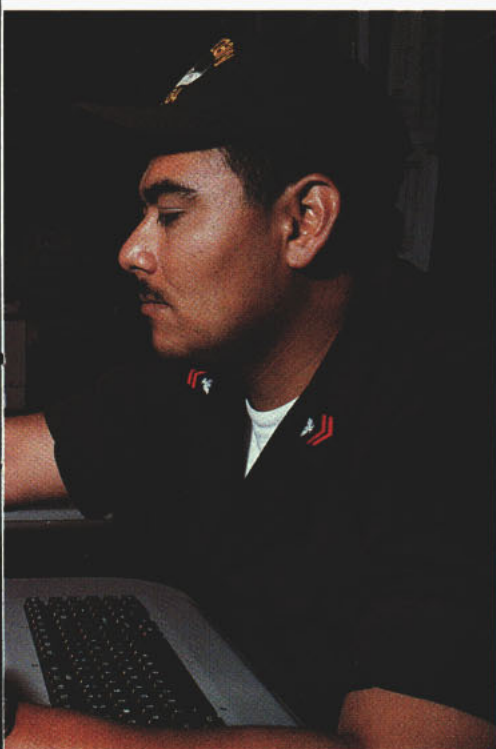
◀ FN Antonio O. Jackson of Montgomery, Ala., fixes a linkage in the ship's governor aboard USS *Warrior* (MCM 10).

▼ QM3 Geno D. Ardisson, a Gig Harbor, Wash., native, plots the ship's course on board USS *Warrior* (MCM 10).



"If something were to go down while we were at sea, I'd be there for these guys, and I know they'd be there for me."

- EMFN John Till



"But I don't let it get to me. As long as I pay attention to detail, everything is fine."

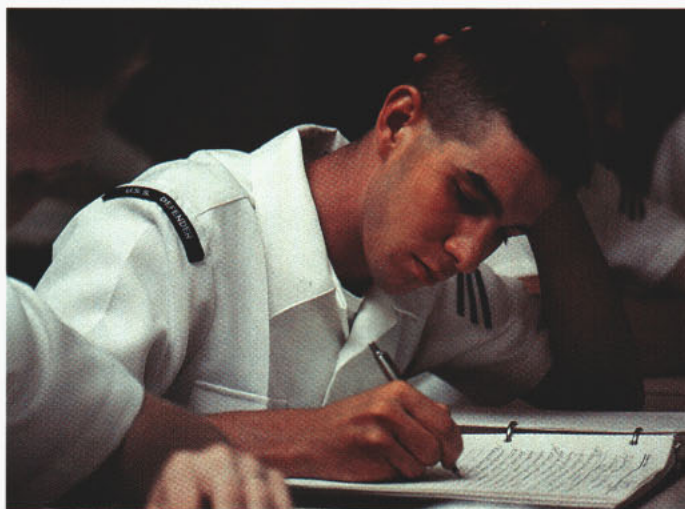
With a crew of anywhere between 50 and 80 men on these mine hunters and mine countermeasures ships, there's more than enough work to go around.

"I work with deck, supply and engineering (departments)," said Till. "On a ship this size, everybody's got to help everybody, you know?"

The small crews easily lend themselves to a family-type atmosphere — a bond among these Sailors. According to Till, the bond makes going into dangerous waters much easier.

"We all joke around and give each other a hard time, but we know it's just fun and games," he said. "If something were to go down while we were at sea, I'd be there for these guys, and I know they'd be there for me." ‡

Hart is a photojournalist assigned to All Hands.



HOW DO YOU GET A NEW, IMPROVED MINEMAN?

Story and photos by JO1(AW) Michael R. Hart

There's a new recipe at Naval Station Ingleside, Texas, to create top-flight, fleet-ready mine men. Use a pinch of boatswain's mate training, a dash of operation's specialist intel, a sprinkle of gunner's mate skills and a smidgeon of sonar tech know-how and mix with a heaping cup of mineman (MN) training.

Blend carefully with willing-and-able Sailors for about 11 weeks and voila! You've got a new — and improved — mineman.

"The old MN was just a mine builder, an assembler of different mines," said LCDR John Ririe, mine warfare director of the new MN "A" school, which relocated recently from Charleston, S.C., to Ingleside, a tiny South Texas town just a stone's throw from the Gulf of Mexico. "Now they're experts in the mine warfare community. Their job description has been expanded three-fold," said Ririe.

Before the rating's curriculum expanded to prepare

minemen for sea duty, they worked exclusively at Mobile Mine Assembly Groups (MOMAGs) around the world. Now minemen are found aboard mine warfare ships such as USS *Scout* (MCM 8) and USS *Pelican* (MHC 53) and mine countermeasures squadrons like Helicopter Mine Countermeasures Squadron (HM) 15.

The rationale for including skills from the other ratings into the MN curriculum, according to Ririe, was this: Sailors from other rates such as boatswain's mate, sonar tech (surface), gunner's mate (guns) and operation's specialist were, on average, serving only one tour aboard mine warfare vessels.

"There weren't many experts aboard these ships [in these ratings] because there was so much turnover," Ririe said. Training minemen in areas other than the MN rating helps alleviate that problem. Minemen are now carrying out some of the duties of BMs, STGs, OSs and GMGs on board mine warfare ships.

"The new MN rating is giving us true masters in



◀ ◀ Class room study is a large part of MN "A" school as students master skills from rates such as boatswain's mate, sonar tech (surface), gunner's mate and operation's specialist — in addition to mine warfare.

◀ MNSR Aimee A. Schwindt of Huntsville, Ala., will be heading to USS *Inchon* (MCS 12) soon.

▼ MN1(SW) James W. Tandy, a "C" school student in ordnance assembly class, goes over classroom material with two of his classmates. Tandy is a native of Lancaster, Ohio.



the art of mine warfare," said Ririe.

One recipient of the new training is MNSR Aimee A. Schwindt, who will be one of the first women minemen serving at sea. Schwindt, a Huntsville, Ala., native, is scheduled for duty aboard *Inchon*.

"When I joined, I didn't know that MNs didn't go to sea," she said, during a break in her boatswain's mate training. "When the billet for the *Inchon* came up, I was very excited."

Excitement, after all, is why she chose to be a mineman in the first place. "It's also a source rating for EOD (Explosive Ordnance Disposal), which I might want to get into," said the ambitious Sailor.

"We're learning so much in this school — how to identify different types of mines, how to blow them up, assemble, sweep and cut them," Schwindt said.

The work load is heavy and challenging, according to Gavonni M. Johnson, an "A" school student from Gary, Ind. What keeps him going is the whirlwind of information he's receiving. "Mines today are not what

they used to be," he said. "In the old movies a boat would have to touch a mine to blow up. Mines today are so much more sophisticated than what people think. They are smart — very high-tech."

But they're only as high-tech and smart as the Sailors building them. It takes superior training, and that's where the instructors come in.

"I'm putting out some of the best minemen in the fleet," said MN2 Richard J. Lewis, while instructing a class on installing a mine's flare and explosive driver. "It makes me feel good because I have a hand in shaping the Sailors going out to the fleet," said the Wendell, Mass., native.

"It's a huge responsibility we're giving these ["A" school] Sailors," said Ririe. "Minemen are now going to sea and are looking forward to the challenge," he said. "They're pioneers in a new field." ‡

Hart is a photojournalist assigned to All Hands.

Flight 800 Salvage Ops Navy divers work under pressure

Story by JO1 Robert Palomares

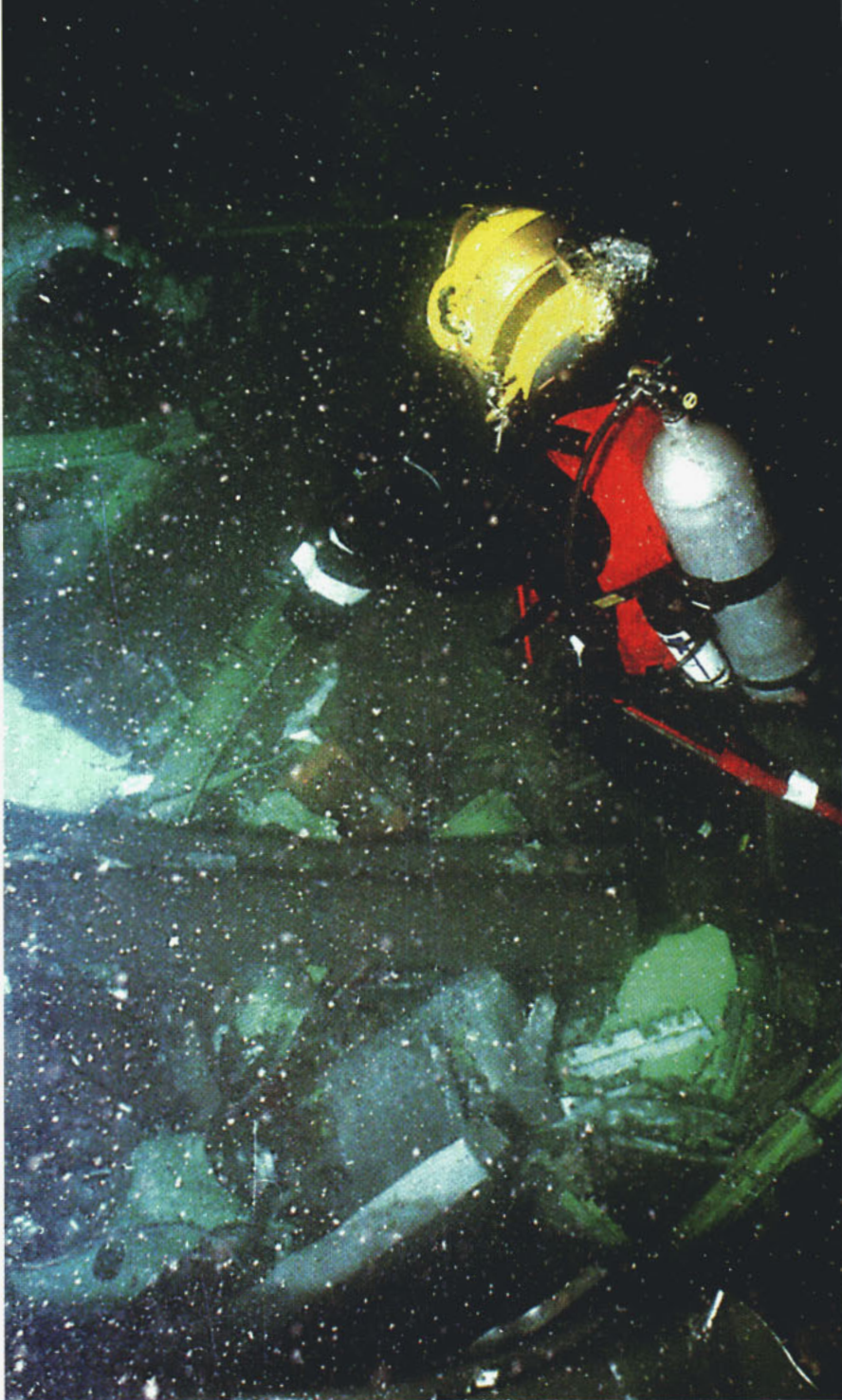
No amount of training could have prepared Damage Controlman 3rd Class (DV) Aaron Knight for the job he and other Navy divers were about to do.

Knight, of Edenton, N.C., other divers aboard USS *Grasp* (ARS 51), and divers from Mobile Diving Salvage Unit 2 and other units, were told it was going to be a demanding task. They were to dive to depths exceeding 100 feet to search for, and recover, the victims of TWA Flight 800 off Long Island, New York. Additionally, they would have to survey and retrieve the mangled Boeing 747.

It was a mission that would challenge the most seasoned diver. Knight was the first Navy hard hat diver to dive on the wreckage. "Once we got down to about 100 feet, you could see the plane because it was so big. I was nervous. I've only been a diver for about a year."

Chief Boatswain's Mate (SW)(MDV) Donald J. Dennis was both a diver and dive supervisor on board *Grasp* during the ship's five-week operation. "On the 12 dives I performed, visibility varied. But it was about five to 10 feet. The biggest problem the divers faced was being entangled in the airplane wreckage," he said. "It was like walking through a jungle gym."

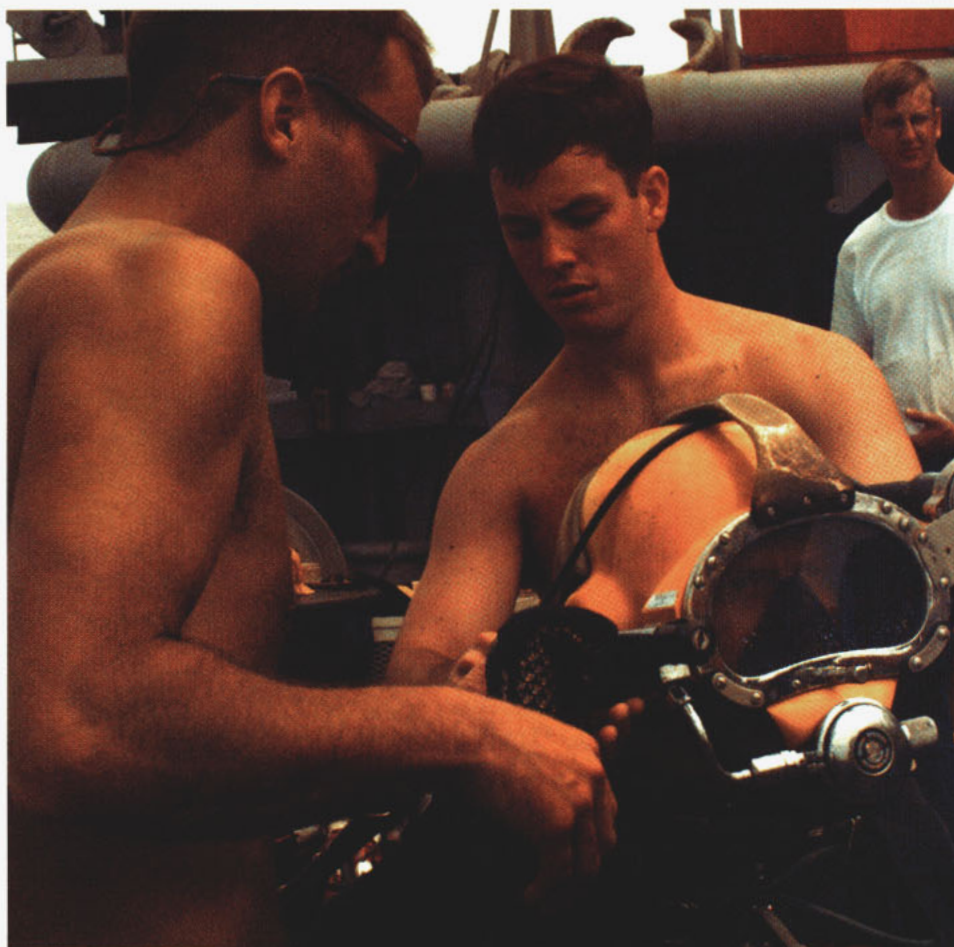
But this jungle gym was made of sharp, twisted metal that could slit a diver's umbilicals that supply him with



EN2 Anthony Bartelli, Diver, From Palatka, Fla., "walks the bottom." One hundred and twenty feet above him is USS *Grasp* (ARS 51). Bartelli is stationed aboard the submarine tender USS *Emory S. Land* (AS 39), and was assigned to *Grasp* to augment and support 24-hour sustained dive operations in the search and recover effort of the crash of TWA Flight 800 off the coast of New York.

air, the hot water to warm his dive suit at depth and provide communication to and from the surface.

"One of my biggest concerns was easing the nervousness of the other divers," Dennis said. "Many of them had never dived on an operation like this one, and I just



U.S. Navy photo

Navy Diver LT Chris Leffler of Ellicott City, Md., prepares for his next dive at Moriches Inlet, Long Island, N.Y., during search and recovery operations at the TWA Flight 800 crash site. Leffler is assisted by MM1 Andy Degitz of Anderson, Ind., and ENS Dan Malatesta of Mercer Island, Wash.

told them to keep in mind the job we had to do – what the mission was. No one was forced to dive. But no one refused.”

At the height of the operation, there were more than 120 Navy divers on station. The Navy divers made nearly 3,000 dives to 75 square miles of ocean bottom to recover 108 victims of the crash, as well as most of the aircraft.

Safety is paramount in any Navy diving operation. Despite this, some divers did experience minor cuts

from working around the sharp wreckage. In addition, 13 divers, including Knight, were treated for decompression sickness in a recompression chamber.

“I’ve come out of this with a deep respect for life,” Knight said. “This experience also showed me how close the diving community is. Even though we came from different units, we all worked well together.” †

Palomares is a Naval Reservist with the Public Affairs Center, Det. 220, San Francisco.

Read the book!

Story by Joe Bartlett, photos by JO3 Jeremy Allen



What's the difference between a good deal and a bad deal on your next car? Just a little bit of time — as long as you remember these three cold hard facts of the car business:

Cold Hard Fact #1 — The dealer will never lose money.

Cold Hard Fact #2 — The dealer will *never* lose money.

Cold Hard Fact #3 — The dealer will ***never*** lose money!

You've probably heard it hundreds of times from friends who drive up in their shiny new cars, boasting about how the salesman begged them not to leave; the dealer took \$3,000 off the sticker and gave them \$1,000 more than their trade-in was worth; they got free gas for life; no labor charges for the life of the car; etc. ... Believe me, after eight years in the car business, I know the only thing that is true: The dealer made money.

So, just what do you do to make sure you get a fair or good deal. Well, here's an idea of the

Do your homework before jumping into the car of your dreams.

car salesman's dream customer (the one he'll take to the cleaners), and the salesman's nemesis (the one who'll get a fair price.)

Salesman's Dream

This guy sees the latest commercial, drives down the street to the nearest dealer and walks in the door drooling like a thirsty St. Bernard. He crawls to the nearest salesperson and gruffly demands a test drive. Following the drive, the salesperson drags his "victim" back to the desk, and politely asks the question (with a vicious chuckle under his breath), "What will it take to sell you this car today?"

Not to be taken for a fool; the St. Bernard says, "Hey, I didn't just fall off the turnip truck yesterday. I want big bucks for my 1972 Plymouth Volare outside." Not surprised, the salesman asks, "If I could give you \$1,000 for your Volare, would you buy this car right now?" "Not on your life," Bernard answers.

"Get me \$2,500, and I'll think about it."

"Gee," the salesman whispers as he takes Bernard's deposit and keys. "I'll have to talk to my manager about this. It'll be a tough fight, but I'll do what I can."

Four hours later, Bernard the customer is Bernard the owner of a shiny new Whatchamacallit — with monthly payments that are \$200 more than he can afford, no cash because of a required 20 percent down payment he had to borrow and boasting that he made the dealer lose money because he got \$2,000 for his Volare in trade. "Yeah, I took them to the cleaners," Bernard says as he

\$700 above list price on the guy that "took them to the cleaners."

You don't believe this happens? It happens at every dealer, every day. Why? Because buyers *don't do their homework!*

Salesman's Nemesis

After careful analysis of finances, interest rates and review of the latest automobile publications, Bloodhound decides it's time to purchase a new car. He goes to the nearest book store and picks up *Edmund's New*

Car Cost Guide, finds the model he has chosen and costs it out: factory invoice price, freight, air conditioning, etc.

Then, he calls the bank and asks what his 1986 Toyota Corolla's average trade-in value is, deducts what he feels it would cost to make the car "lot ready" for resale (new tires, windshield wipers and a brake job) and uses that as a trade-in value.

After he's done with all the math, Bloodhound visits several dealers and test drives the car he wants — **alone**, so he can experience the ride himself, without distractions. After the test drive, **he leaves the dealership!**

This is very important. Tell the salesperson you'll call him. If he doesn't like it, so what. It's your money. Even when he insists that his prices are only good for

that day which, of course, is only true until tomorrow, walk out of the showroom. You've got to take the emotions out of buying a car to get a deal.

Once he decides on the exact model car and options, Bloodhound calls area dealers on the phone to get a "feel" for how they'll react to his approach. He tells them he is interested in a car, but is shopping around for the best deal. Only two dealers will discuss price on the phone, and, of course, they'll have to see his trade-in to have it appraised. He makes appointments at both dealerships.

He meets dealer A and discusses figures, offering a few percent over dealer cost, less his trade-in's actual value — making sure the salesman understands that



After you've had the car checked out, take it for a test drive. Don't get emotionally attached to one particular car until you've done your homework.

rubbs his empty wallet thoughtfully.

Everyone's met Bernard, or a member of his not-so-immediate family. That \$2,000 trade allowance was easy, since the dealer added \$1,500 markup to the Whatchamacallit's manufacturer's sticker price, as well as a complete rust-proofing, paint shield and fabric protection package, totaling about \$750 (but only cost the dealer about \$50). Don't forget that fancy pin stripe for \$199 (dealer cost \$25) and the dealer-installed mud flaps with chrome bunny rabbits for \$299 (dealer cost \$25).

All in all, when the deal was done, and Bernard's trade-in was sold for salvage, the dealer made about



If you plan on doing any traveling, trunk size is important.

car business is a business. If you're confident, persistent and can put up with some runaround, you'll do fine. You'll get resistance from some dealers because they like to do it the "Bernard" way, but eventually you'll find a dealer that treats you like a professional. Just remember, there's plenty of dealers and plenty of cars — and you've got plenty of time.

By starting the deal at the cost price of the car, you avoid all the gimmicks used to make a customer think he got a deal when he wants a ridiculous discount or unreasonable trade allowance.

dealer B will be given a chance to beat the price.

What did Bloodhound do? He took control of the deal away from the dealer. He did his homework! Ninety minutes later, Bloodhound walks into dealer B to keep his appointment, shows them the price at dealer A, and asks if they can beat it.

An hour later, Bloodhound the customer is now Bloodhound the owner of a shiny new automobile with payments he can afford, money in his wallet and a satisfied smile on his face as he tells his friends, "Yeah, I'm pretty sure I got a good deal."

Believe it or not, there aren't many in Bloodhound's family. There are a lot more St. Bernards roaming the streets — probably 10 to one. Why? Because not enough people do their homework. A car is the second largest investment people make, next to their home. Isn't it worth a little time and effort to make sure that investment is a smart one?

The key to a good deal is where you start, list price or cost price, and how you start. Not too many dealers are willing to show you a car's invoice, and if they are, it's because there's probably profit packed into the cost, either from the factory or the dealer. The most reliable sources for car cost prices are at your library or local book store.

When you start to deal, if you come off as a professional, you'll normally be treated like one. After all, the

Edmund's and *Consumer's Guide* are just two of more than 20 publications that list the factor retail and cost prices on all domestic and import cars and trucks.

Some cars are given factory allowances that can reduce the cost price. Nearly all domestic cars have a 1-3 percent "holdback" hidden in the invoice, a kind of prepaid profit for the dealer. Almost every manufacturer offers year-end and mid-year incentives to dealers on most models, further reducing the cost. All these rebates and incentives can easily be deducted from the cost price you computed using the car cost guide at your library or book store.

A final word. **Do your homework** and stay in control of the deal, working from the cost up, not the list price down. If you follow these two steps, Cold Hard Facts 1, 2 and 3 won't be quite as cold or hard, because you'll know just how little the dealer made on your car, and you can tell your friends and relatives, "Yeah, I'm pretty sure I got a good deal." ‡

Bartlett is a former Navy journalist and former car salesman from a Milwaukee-area dealership. Allen is a photojournalist assigned to All Hands.

It ain't over yet!

Another story by Joe Bartlett (former car guy)

Car dealing doesn't stop at the sale. When you sign the deal, you're usually shuffled off into another office in the dealership — the business office, or finance and insurance office.

A dealership is made up of five to seven profit centers: New Cars, Used Cars, Service, Parts, Body Shop and the ever-popular Business Office.

Financing

In most cases, it's more convenient to finance through the dealer because of factory incentives. If you did your homework, and know what the going rates are, it may be best to let the dealer handle the financing. Who cares if they get a kickback as long as your rate is low! Plus, they're usually faster than banks, so don't say "no" right away until you find out the figures.

Credit insurance

Is it worth another \$15 to \$35 per month for that "peace of mind" that the loan will be paid in the event of your death or disability? Keep one thing in mind, if your enlistment will last the length of the loan, you're not going to lose income if disabled, so you don't need disability insurance. In fact, in some states, it's illegal

to sell active-duty military disability insurance! Credit life insurance? Hey, I'm not going to pay your car off for you if you die. If you don't care what happens, don't get it. If you've got a family that needs the car after you're gone, get it — but check out what term life insurance would cost for the same coverage, just to make sure you get the best deal.

Warranties

Think about this: warranty prices are set so the warranty company can make a decent profit to stay in business. Probably 80 percent of the warranty companies I used to sell for are *no longer in business!* Where does that leave you? About \$400 to \$900 poorer and still paying for repairs. If you believe in extended warranties, stick with the factory plans, not Bob's Warranty Company. The factory plan will be the best bet, but not the cheapest. And keep in mind that *everything* is negotiable, regardless of what the finance guy says.

"Protection" packages

One of the largest profit makers in the biz. Rust-proofing, paint shield and fabric guard mean lots of money for the dealer's bank account. Most cars come with a three- or five-year corrosion warranty standard. If you're going to keep the car longer, then rustproof it somewhere else. It costs the dealer between \$50 and \$80 for the entire package. Offer him \$100 and see what happens.

Just remember, the dealer's depending on the business department to make up for the low profit he's making on the car itself. Get the picture? ‡



When checking out a car, open the hood, check all the fluids and bring it off-site to a trusted auto mechanic for a thorough inspection before signing any papers.

To buy or to lease?



If you're in the market for a new car, you have two options ... buy or lease.

Determining which is right for you depends on several factors: how much wear and tear you put on the car, and how many miles you drive per year.

You'll want to buy if:

- * You drive more than 15,000 miles a year;
- You want to own the vehicle;
- You plan to modify the vehicle in some way.
- * You're going overseas and want to take the car with you.

You'll want to lease if:

- You prefer lower monthly payments;
- You desire flexibility in designing a payment schedule
- You want more options or a bigger car.
- You don't like paying for repairs, but you take good care of your vehicle.

After you do your homework, compare options and prices among the cars you have narrowed down. Contact your local credit union before you lease — It may be cheaper for you. Remember to read the fine print in all warranties and leases before signing.

- You want to drive a new car frequently.

One advantage to leasing a car is monthly payments are generally 20 to 30 percent lower than purchase payments on the same car. With leasing you pay for the depreciation — the value of your car you "use up" during the lease.

Consider this when leasing a car:

- Are there early lease termination costs?
- * Will the lessee be charged for excess mileage under the terms of the lease agreement?
- * Will the lessee be responsible for normal wear and tear?
- Must the car be returned to a designated drop-off point?

Leasing is most attractive to those who change cars often and don't want the hassle of selling a used car and buying a new car every

three years. Buying a car also has advantages

Weigh your options:

When buying a car you build equity in the car and may be able to recoup part of your costs by selling or trading. Also, once you make the last payment, you own the car and can use it without making further payments. Lessees must also meet stricter financial requirements than a buyer.

In addition, buyers can sell the car, pay off the loan and buy another one. It's much harder to get out of a lease. Companies use different methods of calculating penalties for breaking a lease, but the cost is usually substantial. ‡

Information provided by Navy Federal Credit Union.

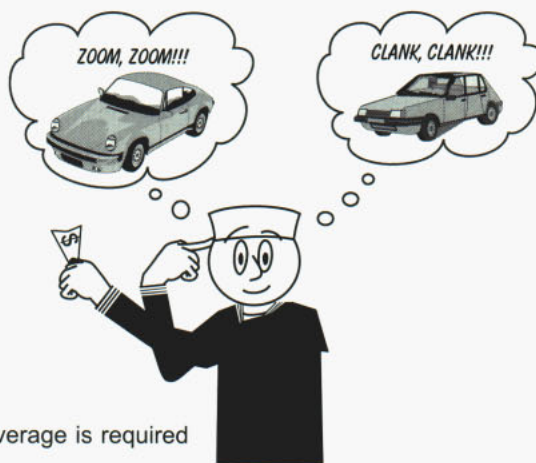
Can you afford financing?

Here's what you might expect your monthly payments to be:

| Make | Cost | %Rate/Time | Monthly Payment |
|----------------------|----------|------------|-----------------|
| • '96 Toyota Camry | \$15,650 | 7.25/4yr | \$377.71 |
| • '95 Nissan Maxima | \$21,288 | 8.75/5yr | \$440.92 |
| • '95 Nissan Sentra | \$8,488 | 8.75/4yr | \$210.98 |
| • '94 Toyota Tercel | \$9,495 | 8.25/3yr | \$299.66 |
| • '91 Mazda Protege' | \$4,950 | 8.25/3yr | \$156.22 |
| • '86 Honda Civic | \$1,795 | 8.25/2yr | \$81.66 |

And don't forget to figure in other car expenses:

- \$20-30 for gas every two weeks (depending on amount traveled)
- At least \$300 a year for regular maintenance. (More for an older car).
- \$1,000 to \$1,900 a year or more for car insurance. (Remember full coverage is required when financing).



**This is only an example for the sake of illustration and comparison.*

Seamen Jones was sinking fast. He searched his mind for a way to stay above water, but a heavy weight was pulling him deeper. It was then he realized his car payment was killing him.

For many, that monthly car payment can be like an anchor around their necks, pulling them deeper and deeper into debt. A new car is a great idea, but it may be more of a burden than you think.

If you're spending more than 20 percent of your monthly budget to finance your car, you're probably in over your head.

It's recommended by the Navy and Marine Corp Relief Society that 6 to 20 percent of your budget go for your car. However, that percentage is not just for your monthly car payment. Remember to add insurance, maintenance, repairs, gas and other related costs, then budget yourself accordingly. One conservative rule of thumb used by command financial specialists is, if you're

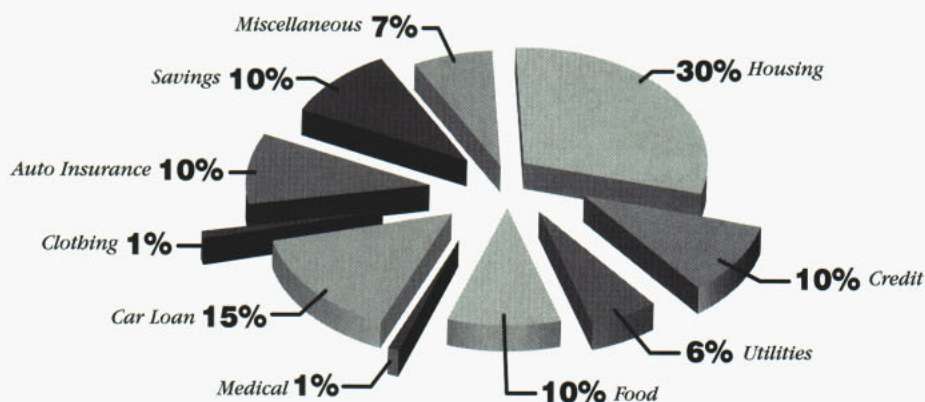
relatively debt free, buy a vehicle costing no more than 50 percent of your gross annual income. So before you begin financing a car, determine what you can afford. Your command financial specialist can help.

Once you know what you can afford, start shopping around for the best loan rate. Dealer interest rates rise sharply for longer term loans. So take your time to compare thor-

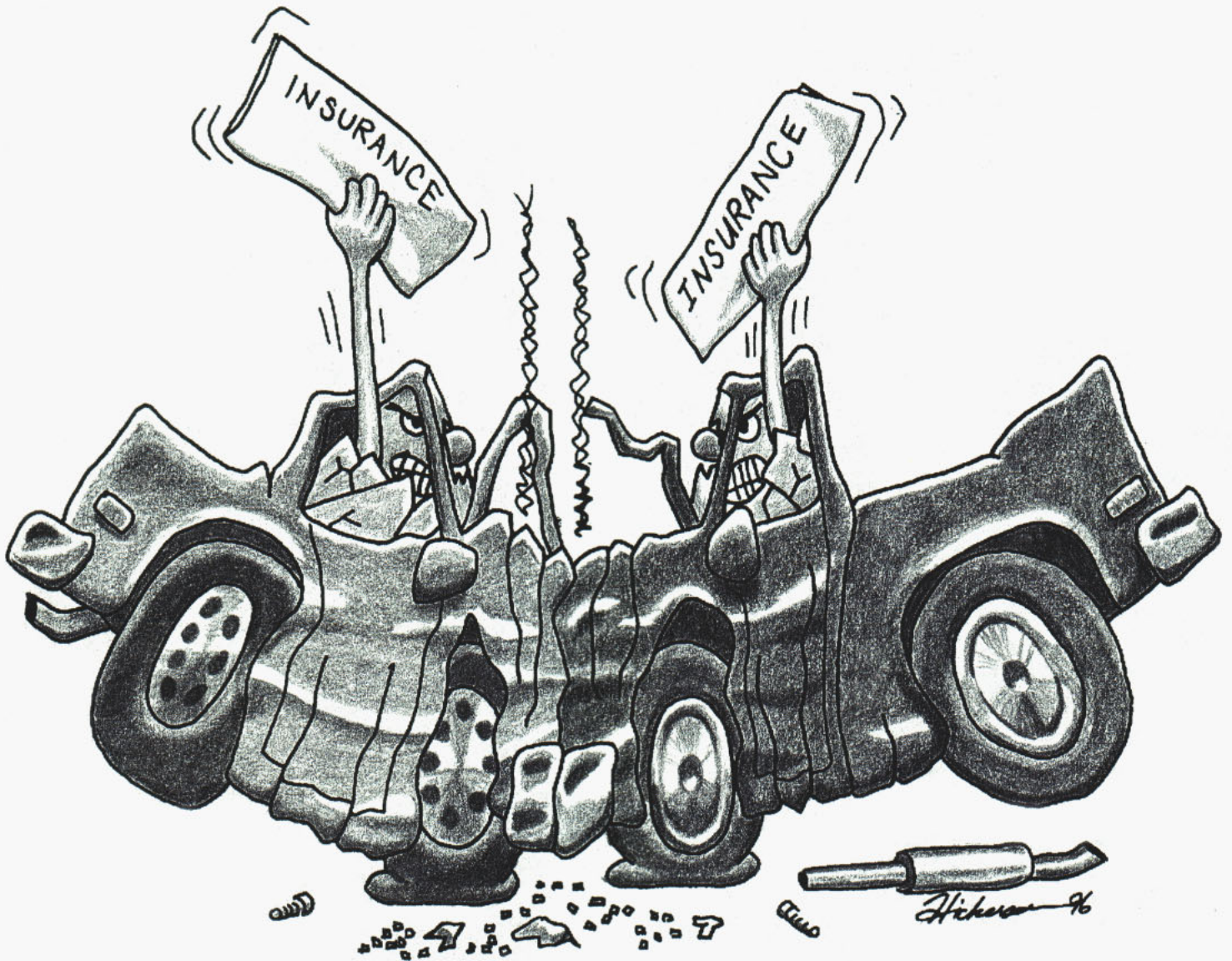
oughly. The lower rate is not always the best deal. See how much the car is going to cost you each month, and in the long run. With a little work, you can find a car to fit your needs and your budget. ‡

Information for this article provided by the Navy Federal Credit Union.

Are you spending within budget?



Insurance



What should you have?

One of the worst situations you can find yourself in is an auto accident. If you're lucky, no one will be hurt, but the damage must still be repaired. That's where your insurance premiums come in, because who has hundreds (possibly even thousands) of dollars to shell out at one time?

Not only is insurance a good idea, but some type of insurance is mandatory in most states.

Auto insurance is a method of pooling the risks of many drivers so that no individual has to bear the entire cost of an accident. Accident claims are paid from the combined premiums of all people in the pool.

When you buy an auto insurance policy, you are actually buying a package of individual coverage. Your coverage protects you against different kinds of losses. Once you understand the various coverages, you can

decide which ones to include in your package. You can also determine the limits of the coverage you'll need.

Bodily Injury Liability

Pays medical costs, loss of income and compensation for pain and suffering of others injured in an accident for which you are responsible. It also pays for your legal defense costs if you are at fault, and/or your car is involved in an accident resulting in injury or death. •

Property Damage Liability

Pays claims against you and your legal defense costs if your car damages another person's vehicle or property.*

Medical Payment Coverage

Pays for necessary doctor, hospital and funeral expenses for you and your passengers injured in an accident, regardless of who is at fault. Payments are usually limited to two or three years after the accident. ••

Uninsured/Underinsured Motorist Protection

Pays for the cost of injuries or death sustained by you or your passengers in an accident caused by an uninsured or hit-and-run motorist. It also covers family members even as pedestrians. Uninsured motorist protection pays when you are injured as a result of the negligence of someone whose liability insurance is not enough to cover all your damages*•

Collision

Pays for the damage to your car caused by a collision or rollover. •••

Comprehensive Physical Damage Coverage

Pays for damage to your auto resulting from theft, fire, vandalism, flooding, hail or other perils.*•• ‡

* *Mandatory in most states.*

** *Optional in states without no-fault insurance.*

*** *Frequently required if you have a car loan.*

Information for this article provided by the Insurance Information Institute.

How are rates determined?

Insurance companies try to distribute costs as fairly as possible, by grouping similar risks and charging each group premiums appropriate for its risk of loss. Here are some of the factors that will influence your auto insurance premiums.

Sex

If you're a young man, you will generally pay more than a young woman. Statistically, young men are involved in more accidents than young women drivers, and they have three times as many fatal accidents.

Age

Your age can also place you in a more expensive grouping. Drivers less than 25 years old tend to have more accidents than older drivers. As a result, a 17-year-old single male may pay three times as much for insurance as a 25-year-old single male.

Some companies offer discounts to those between 50 and 65 years old, since this group has lower accident rates overall.

Marital status

Statistics show that, as a group, young, married drivers have fewer accidents than young, single drivers. Therefore, young, married drivers usually pay lower premiums.

Driving record

Your driving record is crucial in determining the premiums you pay. Extensive studies show that drivers who have been in an at-fault accident in the past three years are significantly more likely to have another accident than drivers who haven't had an at-fault accident. Similar data applies to moving-traffic violations. Because of this, people with at-fault accidents or traffic convictions on their record usually pay more for their insurance following an incident.

Rate Comparisons

| | Under 20 | 21 - 24 | 25 - 29 | 30 or older |
|------|-----------------|---------------|-------------|-------------|
| Age | | | | |
| Sex | Male/Female | Male/Female | Male/Female | Male/Female |
| Rate | \$1,993/\$1,435 | \$1,404/\$909 | \$816/\$723 | \$723/\$723 |

The above rates are examples only. They are based on age and sex criteria shown and for drivers with a clean driving record, living in a medium-sized metropolitan area. The annual premium is for minimum limits of liability only bodily injury and property damage.

Tips turn winter driving

Story by Lon Anderson, photo by PH2 Salvatore Brancifort

Winter is here, and we can expect more snow, sleet and freezing rain to make rush hour traffic more hazardous. American Automobile Association (AAA) Potomac in Fairfax, Va., offers commuters tips to better deal with treacherous driving conditions.

Black ice

Defined as hard to see ice spots on the road, black ice is usually caused by freezing rain. Bridges and ramps are prone to have slippery surfaces. Apply gentle

Skids

Avoid these by anticipating lane changes, turns and curves, slowing down in advance and by making smooth, exact steering movements. Remember icy or snowy surfaces require careful and precise movements, and double your normal dry-pavement following distance. AAA recommends looking further down the road to help anticipate course changes.

Brakes

A car with an anti-lock brake system (ABS) requires you to not "let up" when you feel the ABS "pulse" against your braking foot. Keep constant pressure on the brake pedal and don't pump the brakes. That's what the ABS does for you, hundreds of times per second.

However, you must pump the brakes when braking in a car without anti-lock brakes. Brakes grip best just before they lock up. Squeeze the brakes until they're about to lock up, then release and repeat. An added benefit – your brake lights will blink, alerting drivers behind you.

Visibility

Being able to see is the key to driving in winter hazard conditions. See and be seen. Make sure your windows, mirrors and lights are clear of snow and ice.

Keep your lights on for safety, especially in inclement weather. Driving with your lights on makes your vehicle much easier to see and less likely to be involved in an accident. Always remember to turn your lights off when you park. ‡

Anderson is a writer for AAA Potomac News. Brancifort is the staff photographer for Sea Services Weekly.



Many military members throughout the country found themselves shoveling out their driveways to prepare their cars for the challenges of winter driving last year.

pressure on the gas when accelerating to help retain traction and avoid skids. If your car does go into a skid, don't panic. First, take your foot off the brake and ease off the accelerator. Look and steer in the direction you want the front of the car to go. Then, just before the rear wheels stop skidding, counter-steer until you are going in your desired direction. Once the vehicle is straight, apply gentle pressure to the accelerator and resume your course.

nightmares to dreams

To open frozen locks and clear windows:

- > Dip your key in rubbing alcohol and turn it in the lock gradually.
- > Use spray de-icer available at auto parts stores.
- > Do not use boiling or very hot water. Radically different water temperature can shatter your window/windshield, and compound your freeze-out problem by adding more ice.

To get going in winter:

- > As the mercury drops, battery power is cut by as much as half, if your battery is three years old or older, the cold snap may kill it.
- > Make sure your battery posts are free of corrosion.
- > If not, disconnect the battery and clean with baking soda and a toothbrush.
- > If you've gone more than 3,000 miles between oil changes, cold temperatures may cause your oil to become very thick like molasses.
- > For a variety of reasons, including cold weather, changing your oil every 3,000 miles is very important to your car's well-being.
- > Park in your garage or in your driveway as close to the house as possible, because your house gives off some heat.
- > Cover your car's hood with a blanket or two to retain heat.
- > Before trying to start your car, make sure all accessories, including radio, fan and lights are switched off.
- > Before you crank the ignition, give your battery a "wake-up call."
 1. Turn on your lights for 20 seconds.
 2. Turn off your lights.
 3. Turn your ignition. If car still doesn't start, wait 20 seconds before re-starting.



Around The Fleet...

Family

"He's not only my son, he's my shipmate," Senior Chief Aviation Structural Mechanic (AW) Drew E. Sundin Sr., said of his son, Seaman Drew E. Sundin Jr. The father-son tandem is completing a six-month deployment aboard USS *George Washington* (CVN 73) in the Mediterranean.

When *George Washington* pulls into a liberty port, the two Sundin's use the buddy system to explore the region. After years of standing on the pier watching his father deploy, SN Sundin is now by his side. The two have grown closer through the experience.

"There is no better form of flattery than to see him follow in my footsteps," the elder Sundin said.

The Sundin's are not the only father-son tandem on board *George*

Washington for this deployment. Master Chief Aviation Ordnanceman (AW) Leroy Beck and his son, Mess Specialist 3rd Class Donald Beck, are making their second deployment together.

The opportunity to serve together has afforded AOCM Beck a unique opportunity to watch his son grow and develop.

"He's changed a lot. Unlike when you are at home, when you are in the military you grow up so quickly," said AOCM Beck. "He's not the same son he was five years ago."

AOCM Beck will retire before the next deployment, but his son is ready to make the Navy a career and is exploring the Seaman-to-Admiral program. †

Award

USS *Sacramento* (AOE 1) and Helicopter Combat Support Squadron 11, Det. 9 won the 1995 CNO Ship-Helicopter Safety Award (Combat Logistics Force category).

The award is based on proven safety performance records and aggressive helicopter safety programs, promoting safety awareness and contributing new ideas in mishap prevention.

Sacramento provided logistic support during Operations *Southern Watch* and *Vigilant Warrior II* for USS *Abraham Lincoln's* (CVN 72) Battle Group, and more than 20 U.S., U.N. and coalition ships in the Western Pacific and Arabian Gulf. †

Safety

Aboard USS *Belleau Wood* (LHA 3), ABH3 Warren Stokes directs Marine Lt.Col. G.C. O'Neil, commanding officer, Marine Medium Helicopter Squadron 265, and his co-pilot CAPT Frederic R. Ruehe, *Belleau Wood's* commanding officer, as they make the 80,000th safe deck landing during Special Operation's Capable Exercises off the coast of Okinawa.

"80,000 landings represents the 18-years of hard work of *Belleau Wood* Sailors and Marines involved in defending our nation's frontiers since the ship's commissioning," said Ruehe. †



Photo by PH3 Andrew Wiskow

Navy "seal"

Fire Controlman 1st Class Galen E. Camp won a \$1,000 cash prize after submitting the winning name in the "Name the Seal" contest for the Plastics Removal in Marine Environment (PRIME) program. "Seamore," the mascot, is a symbol of the Navy's world leadership in protecting the marine environment. For the last six years, the program's mascot has gone nameless, and was in need of an identity.

Camp entered the contest after it was officially announced in the April issue of *All Hands* magazine. His name, Seamore, was chosen from more than 450 submissions.

Camp was presented the award by RADM L.F. Schriefer, Director, Office of the Chief of Naval Opera-

tions for Environmental Protection, Safety and Occupational Health.

Camp, an assistant training officer at Fleet Combat Training Command, Dam Neck, Va., received the cash award, a limited edition bronze seal statuette, an honorary certificate and a letter of appreciation from Schriefer.

As an added touch, Vickie Edgar, the PRIME program manager, presented Camp and Schriefer with two newly designed "We Share the Sea" posters in appreciation of their support and enthusiasm for the marine environment.



Photo by PHAA Damon Moritz

The PRIME program was established by the Naval Supply Systems Command to assist the Navy in reducing the amount of plastics taken to sea aboard Navy ships. †

Bahrainian Flagship

Bahrain turned to the U.S. Navy to upgrade its defensive capabilities. USS *Jack Williams* (FFG 24) has been renamed *Sabha* and is now the flagship and largest ship in Bahrain's naval inventory. The ship will require nearly one-third of Bahrain's naval force to man the ship.

Jack Williams' commanding officer, CDR W.O. Hawn, is assisting the new CO, Lt.Col. Saqar Al-Maawdah, who is preparing to sail the Bahrain's flagship home to the Arabian Gulf.

The Bahrain navy has about a dozen diesel-powered, fast-attack craft. At 445 feet, the turbine-powered *Sabha* will dwarf these ships. Most are less than 200 feet in



Photo by JO2 David Rush

length and carry a crew of 30 to 40 men. The *Sabha* is fully manned at 210 crewmen. †

From the mast to the boiler plates, Bahrain navy crewmembers learn from their American counterparts how to effectively operate their newest ship.

Bearings

Adak Seabees leave lasting mark

The Seabees of Naval Mobile Construction Battalion (NMCB) 4 recently restored the roof on the Old Bering Chapel, one of the last standing historical landmarks in Adak, Alaska. As the station prepares for base closure, every attempt is being made to ensure the lack of use will not mark the end of a long-standing tradition of faithful service.

During World War II, as American military forces packed Adak with more than 90,000 troops, it was necessary to operate five chapels on the island.

The Old Chapel was constructed

in 1944 by the Army Corps of Engineers. The building embodies the distinct characteristics of U.S. military construction, style and technology in Alaska during World War II. Now one of the last existing structures of this era, great care and effort has been taken in preserving the structure for future generations.

In January of 1987, a new Bering Hill Chapel was built and the old chapel was scheduled to be demolished in 1989. The former director of the Adak Museum, Pat Ryder,

▲Members of NMCB 4, Adak, prepare the roof of the chapel entrance for new roofing material.

and a handful of friends came to the rescue, organizing the Adak Historical Society. With the support of former Naval Air Station commanders, the Adak Historical Society, Adak Community Museum, the Department of the Navy Heritage and Legacy Funding, the chapel was recognized as a reminder of the sacrifice of the countless men and women who served their country during World War II.

In 1990 the chapel was restored by the Navy and returned to use. A special service was held at the chapel on Memorial Day 1991 commemorating the restoration efforts and the preservation of the rich heritage of Adak. The chapel has since served as the site for special religious services, training and community meetings. †

Story and photos by CM1 William D. Holland assigned to NMCB 4.



◀ The NMCB 4 detail takes a break.



One (hundred) more miles to go?

For these persistent runners, there is only water as far as the eye can see, and 602 feet of steel deck coated with a brutal non-skid surface.

This is Mamba Station aboard USS *Guam* (LPH 9), an amphibious assault ship steaming off the coast of Liberia in support of Operation *Assured Response*.

The runners are two naval officers — LT Eric R. Overby, the ship's dental officer, and LT John R. Scott, the ship's safety officer.

Their track is *Guam*'s flight deck, scarcely a quarter mile if it weren't obstructed with the ship's navigational bridge and air traffic control tower, 25 helicopters, aircraft moving equipment, crash and salvage equipment and refueling rigs. Under these conditions, which are typical, the "track" is reduced to about one-eighth of a mile.

There are other obstacles, too. Running is only permitted on the flight deck at certain times. And, located just six degrees north of the equator and 25 miles off the coast of Liberia, the average temperature is 86 degrees and the humidity is 85 percent.

Despite all this and the daily demands of life aboard ship, Overby and Scott manage to run 100 miles a week. It's a first for Scott, an Indiana, Pa., native, despite the fact his running career has spanned 18



years and more than 40,000 miles. "I've never given it much thought, I average about 40 miles a week and that's always been enough for me to achieve my goals as a runner and to be competitive," said Scott.

Overby has had one or two 100-mile weeks, but never on a ship. "It was a gimmick to make time pass while we're out here. I guess it worked — the week passed."

While time was the dimension they wished to breach, it also served as their measure. "We based the whole thing on a seven-minute mile. We didn't count laps, so an hour and 10 minutes was 10 miles," said Overby. This is a modest estimation for a pair who typically run a 6:30 mile when training, and logged an impressive 7:34 on the 1.5 mile run in the

LT Eric R. Overby, USS *Guam*'s dental officer, and LT John R. Scott, the ship's safety officer, run 100 miles a week aboard the ship.

Navy fitness test last fall.

With only three port visits and the onset of the deployment's fourth month, the pair started looking for alternatives. Overby conceived the idea for a 100-mile week and sold it to his friend.

Achieving their 100-mile-a-week goal injury-free, Scott and Overby look forward to completing the deployment, then returning to the ship's Norfolk, homeport.

Until then, the fleet feet of these Sailors will keep pounding the pavement, er ... non-skid.‡

Story by JO1 Douglas M. Scherer, photo by PH1 R.L. Both are assigned to USS *Guam*'s public affairs office.

Bearings

Perry Sailors visit all-American company

When you visit the Harley-Davidson engine plant in Milwaukee, it's pretty clear how this American motorcycle company feels about service members. During a recent visit to the plant by 24 crewmembers of USS *Oliver Hazard Perry*, (FFG 7) the Sailors discovered the colors Harley-Davidson respects most are red, white and blue.

"Right now," said Mike Rosa, the plant's tour coordinator, "about 50 percent of our workforce at our two Milwaukee plants are veterans." Rosa, a Senior Chief Fire Control Technician in the Naval Reserve, said the work ethic learned in the military is exactly what this company is looking for. "We can't afford not to hire the best," he said.

The Capital Street Engine Plant, which employs about 1,100 workers, produces 524 engines a day for the company's 883 and 1200 series "Hogs." The *Perry* crew was treated to a 45-minute tour of the engine and power plant operations; the transmission department; and the parts department which manufactures replacement parts for Harleys of all ages.

"It's an impressive company," said Senior Chief Electronics



Members of USS *Oliver Hazard Perry* (FFG 7) stand behind a Harley-Davidson motorcycle at the company's engine plant in Milwaukee. *Perry* Sailors toured the plant during the ship's recent visit to the "All-American City" as part of the 1996 Great Lakes Cruise.

emblazoned with the company's own "core values."

"Much like the Navy's core values of 'honor, courage and commitment,'" explained Rosa, "Harley-Davidson has values which are, 'Tell the truth, be fair, keep your promises, respect the individual and encourage intellec-

tual curiosity.' We believe, like the Navy believes, it's important to hold ourselves to higher standards."

As *Perry* Sailors discovered during their tour of this American icon, it is easy to see why, as the company's video states, "The legend rolls on." †

Technician Jeff Rexford, a Harley owner. "In a way it reminds me of the Navy. The technology they use and the respect they have for their people is so similar to the way we operate aboard *Perry*," he said.

Throughout the building, a former airplane propeller factory which was converted in 1948 to build the American motorcycle's throaty engines, *Perry* Sailors couldn't help but notice the signs

Story and photo by JOC Darrell E. Crandall assigned to USS *Oliver Hazard Perry*.



Global navigators shoot for the moon in Manhattan

Any mariner who uses the stars to find the ship's position knows the effort and patience required to achieve an accurate fix. On the other hand, using modern electronic means, including the Global Positioning System (GPS), provides navigators more precise solution while expending a minimum amount of time and effort.

The navigation division of USS *Butte* (AE 27) traveled to the Hayden Planetarium in New York City to learn about the continued importance of GPS navigation.

"With the convenience of the technology, there's a tendency by some to pay less attention to the

more difficult method of celestial navigation," said Chief Quartermaster (SW) Frank Breitbach, *Butte's* assistant navigator.

Throughout *Butte's* recent deployment to the Mediterranean Sea and Arabian Gulf, the navigation division routinely practiced celestial navigation. When weather permitted, a quartermaster would, just after sunset and before sunrise, obtain a fix.

Dr. Neil Tyson, director of the planetarium, led a unique conference and discussion with *Butte's* quartermasters. During their visit, the Sailors enjoyed an informative sky show in the planetarium theater and discussions of practical

applications of celestial navigation.

Tyson described how the work done in the celestial navigation relates to the work of astronomers. "By describing some of the overall concepts of celestial navigation and astronomy, Dr. Tyson helped the group understand how their work fits in to the big picture," said LTJG Carter Page, *Butte's* navigator.

Comparing fixes from GPS and celestial solutions provides an indication of the accuracy of your work and gives QMs a chance to hone their navigational skills in case of GPS failure. ‡

Story by LTJG Shanti R. Sethi assigned to USS *Butte's* public affairs office.

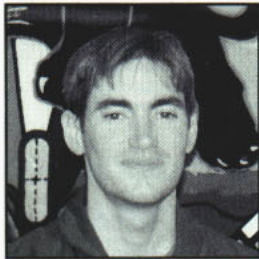
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Shipmates



Mess Management Specialist 2nd Class Farren L. Hopwood was named Supervisor of the Quarter aboard USS *Nimitz* (CVN 68). As the leading petty officer for the wardroom mess, he supervises 61 people in the upkeep of 30 passageways, 248 state-rooms and three wardrooms and assists in preparing nearly 2,000 meals a week.



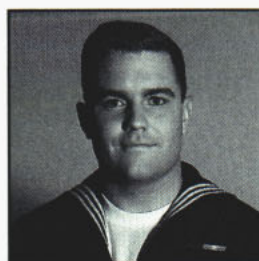
Aviation Anti-submarine Warfare Operator 2nd Class Stephen Thunen was meritoriously advanced under the command advancement program. Thunen, a native of Oakland, Calif., was selected for his professional achievement, personal dedication and high moral character. Thunen is currently assigned to Patrol Squadron 91, Moffett Federal Airfield, Calif.



Electronics Technician 2nd Class Savang Moua was selected as the Commander Naval Computer and Telecommunications 1995 Junior Sailor of the Year. Moua is attached to Naval Computer and Telecommunications Station, Anti-submarine Communications Det., Whidbey Island, Wash., where he maintains the fiberoptic cables and repairs telecommunications equipment.



LT Robert A. Dews Jr. was recently awarded the RADM Clifford H. Duerfeldt Officer of the Year Award for Leadership. Dews was assigned to NAS Patuxent River as the assistant aircraft maintenance officer. After one year with the largest maintenance department on station, he was selected as the executive officer (XO). Dews, 30, is one of the youngest XOs to ever hold that position.



Journalist 2nd Class Ron S. Flanders recently received a 1st Place Thomas Jefferson Award for Excellence in Broadcast Journalism under Professional Excellence in Journalism, Armed Forces of the United States of America. Flanders, a San Diego native, is stationed at the Naval Media Center, Washington, D.C.

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An F/A-18 *Hornet* with VFA-204, prepares for launch aboard USS *John C. Stennis* (CVN 74). VFA-204 is part of CVWR-20 which recently completed nine days of carrier qualifications aboard the Navy's newest carrier.



Name: MS3 Alec Y. Coulson

Assigned to: Naval Surface Warfare Center (NSWC) Indian Head Galley, Indian Head Md.

Job description: Cooks and bakes in NSWC Indian Head Galley. Maintains food service and preparation spaces and equipment and keeps records of transactions and budgets for food service in NSWC Indian Head Galley.

Achievements: Prepared lunch for Secretary of the Navy, received Letter of Appreciation for luncheon, nominated for Sailor of the Quarter twice.

Hobbies: Reading, cooking, fishing.

Best part of job: "Being asked by superiors to do special functions and the positive feedback I receive from patrons."

Keys to success: "Always keep focused on whatever your command's mission is."

